

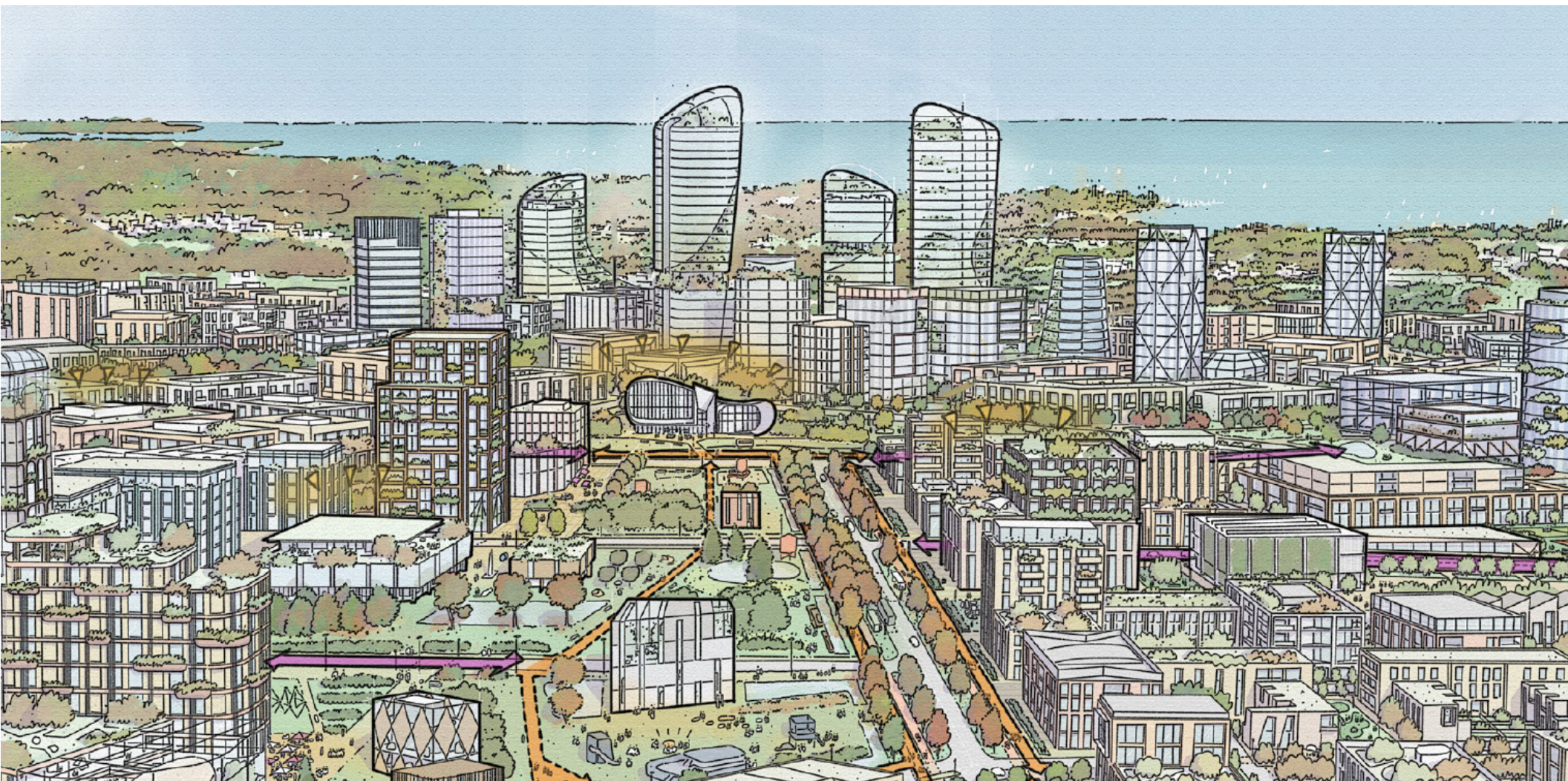
ORBIT

SECONDARY PLAN

Sajecki →
Planning

WestonWilliamson+Partners

HATCH



The Town of Innisfil acknowledges that Innisfil is within Treaty 18, signed on October 17, 1818, by representatives of the Government of Upper Canada and the Anishinaabe (Ministry of Indigenous Affairs, 2020; Williams Treaties First Nations, 2021). The Town also acknowledges that this land is the Traditional Territories of the First Peoples of Turtle Island. It is shared between the Anishinaabe peoples of Beausoleil First Nation, Chippewas of Rama First Nation, and Chippewas of Georgina Island First Nation and we thank them for generations of stewardship.

This meeting place is still the home to many Indigenous people and (as settlers) we are grateful to have the opportunity to work on this land.

The Town acknowledges the forced sacrifices that are the foundation of Canadian society today. We are dedicated to honouring Indigenous history and culture and committed to moving forward in the spirit of reconciliation and respect with all First Nation, Métis, and Inuit.

This document was prepared for the **Town of Innisfil** by Sajecki Planning Incorporated; Weston Williamson and Partner; and Hatch.

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CHAPTER A

INTRODUCTION



1.0 Background

The Orbit Potential and Innovation Plan (OPIP) was developed in response to provincial direction related to transit-oriented communities and the opportunity presented by a proposed Innisfil GO Station. In November 2019, Council adopted the vision for Orbit. A conceptual design for the proposed GO Station and surrounding areas was then developed and approved by Council on July 15, 2020. The Orbit vision and concept envisioned a truly sustainable, complete and mixed-use transit-oriented community.

Key principles were developed to underpin the development of Orbit, including:

- Establishing human-scaled, transit supportive densities in a range of built forms and typologies;
- Requiring a network of integrated and high quality public open space and private amenity spaces, including a public plaza at the Orbit centre, linear rail park and trail, radial parks, as well as integrated and visible green infrastructure;
- Solidifying the concentric design and prioritization of safe, alternative mobility choices for people of all ages;
- Facilitating employment opportunities through a range of flexible spaces;
- Ensuring placemaking and cultural spaces curated in accordance with Town master plans;
- Establishing sustainability principles, targets and corresponding performance metrics to guide and ensure future-forward, low-carbon, climate-resilient community development, stormwater management, ecosystem protection and overall integration of the built and natural forms; and
- Promoting a socially balanced, resilient community through inclusivity, access to basic services and requirements for affordable housing.

A Minister's Zoning Order (MZO) was initiated to provide economic certainty for private investment in the necessary infrastructure and to help expedite the development of the proposed Innisfil GO Station. Section 47 of the Planning Act permits the Minister of Municipal Affairs and Housing to issue MZO's that regulate the use of land, buildings and structures. An MZO was issued on August 6, 2021 and includes regulations for two zones: Transit Oriented Community 1 (TOC 1) and Transit Oriented Community 2 (TOC 2). The MZO regulations are embedded in the Secondary Plan, providing direction related to maximum heights, minimum densities and land uses. With the MZO permissions in place, the Town worked with the landowner and Metrolinx to expedite the GO Station and surrounding development within the TOC 1 and TOC 2 areas. The Orbit Secondary Plan recognizes the permissions engrained within the MZO and responds accordingly to the concepts advanced by the landowner within the TOC 1 and TOC 2 areas.

Figure 1 illustrates the provincial, county and local planning policy documents applicable to the entire Orbit Secondary Plan.

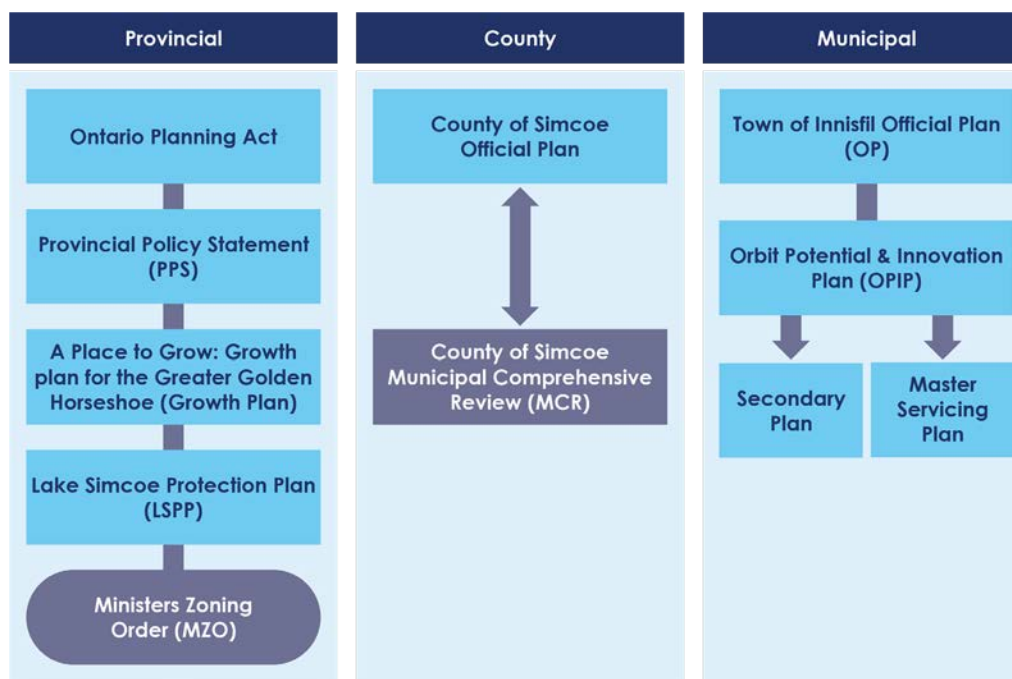


Figure 1: Orbit Planning Structure

1.1 Orbit Potential and Innovation Plan (OPIP)

The OPIP is a comprehensive plan facilitating the development of Orbit. OPIP consists of this Secondary Plan, the Servicing Master Plan, the Orbit Sustainable Development Plan and Checklist and Sustainability Key Performance Indicators (KPIs).

The Servicing Master Plan will identify the stormwater, water, wastewater and transportation infrastructure required to service the TOC 1 and TOC 2 lands to the 2051 planning horizon. The Servicing Master Plan shall be coordinated with and allow for the full entitlements as set out in the MZO. The Servicing Master Plan shall also address the servicing strategy for servicing the Secondary Plan Area to a 2091 planning horizon. The Servicing Master Plan will be supported by an Archaeological Assessment, Cultural Heritage, Water and Wastewater Servicing Report, Stormwater and Drainage Report and Transportation Considerations Report that will identify existing conditions and outline recommendations for Orbit. The resulting Servicing Master Plan will identify the preferred servicing strategies for water, wastewater, stormwater and transportation infrastructure within the Orbit Secondary Plan Area.

The Servicing Master Plan will satisfy the requirements of the Environmental Assessment Act, through the Municipal Engineers Association Class Environmental Assessment process.

The Town of Innisfil defines “sustainability” as measures and actions that, when taken, aim to ensure sufficient resources are available for both present and future generations. The Orbit Sustainable Development Plan and Checklist (separate document) and Sustainability KPIs (included in Appendix 3) represent a first step in that regard.

The Sustainability KPIs contains six key sustainability principles, related to:

- Preserving the Quality of Lake Simcoe;
- Social and Cultural Viability;
- Environment and Green Space;
- Energy;
- Transportation and Mobility; and
- Buildings.

These principles, developed in consultation with Town staff and area residents, represent a framework and set of requirements to develop Orbit into a world-class sustainable community, one that aims to prevent sprawl, supports appropriate development and fosters community wellness.

KPIs have been developed under six principles. These KPIs represent targets and metrics that are clear, material and unambiguous. For example, for the “Preserving the Quality of Lake Simcoe” principle, the plan recommends KPIs that track the percentage of riparian areas under management, or the percentage of phosphorus removed from stormwater. The advantage of these KPIs is that they provide the Town with indisputable evidence to the question of whether the Town is fulfilling its sustainability goals.

1.2 Purpose of the Secondary Plan

The purpose of this Secondary Plan is to provide the vision and planning framework that will guide development within the Innisfil Orbit Secondary Plan Area. The Secondary Plan provides long-range policy for the following elements:

- Sustainability and Resiliency;
- Streets and Blocks;
- Land Uses;
- Heights and Densities;
- Municipal Infrastructure Improvements;
- Urban Design and Public Realm Improvements; and
- Implementation Tools and Monitoring Programs.

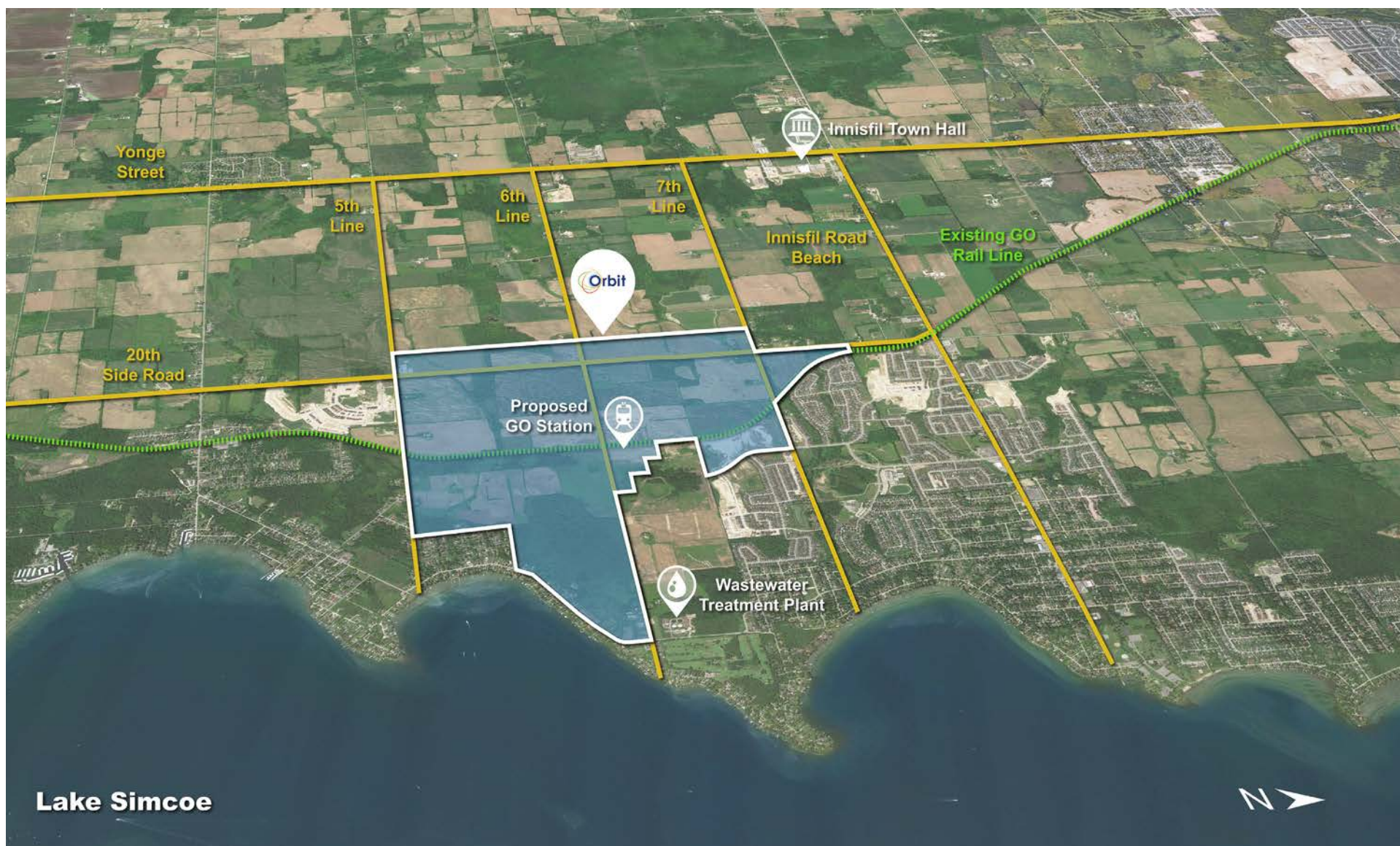


Figure 2: Orbit location in the context of Innisfil

1.3 Secondary Plan Area and Minister's Zoning Order

The Secondary Plan Area includes TOC 1, TOC 2, and Transit Oriented Community 3 (TOC 3) as illustrated on Schedule A: Secondary Plan Area. Schedule A also outlines the lands identified as a Protected Major Transit Station Area and within the Alcona Settlement Area. Schedule A1 identifies the lands subject to the MZO (TOC 1 and TOC 2).

Transit Oriented Community 1

TOC 1 includes all lands within a 225 metre radius of the intersection of 6th Line and the rail corridor. The MZO directs that TOC 1 shall have:

- A wide range of permitted residential and non-residential land uses;
- A minimum density of 200 dwelling units per hectare; and
- Minimum building heights of 6-storeys and maximum building heights of 40-storeys.

Transit Oriented Community 2

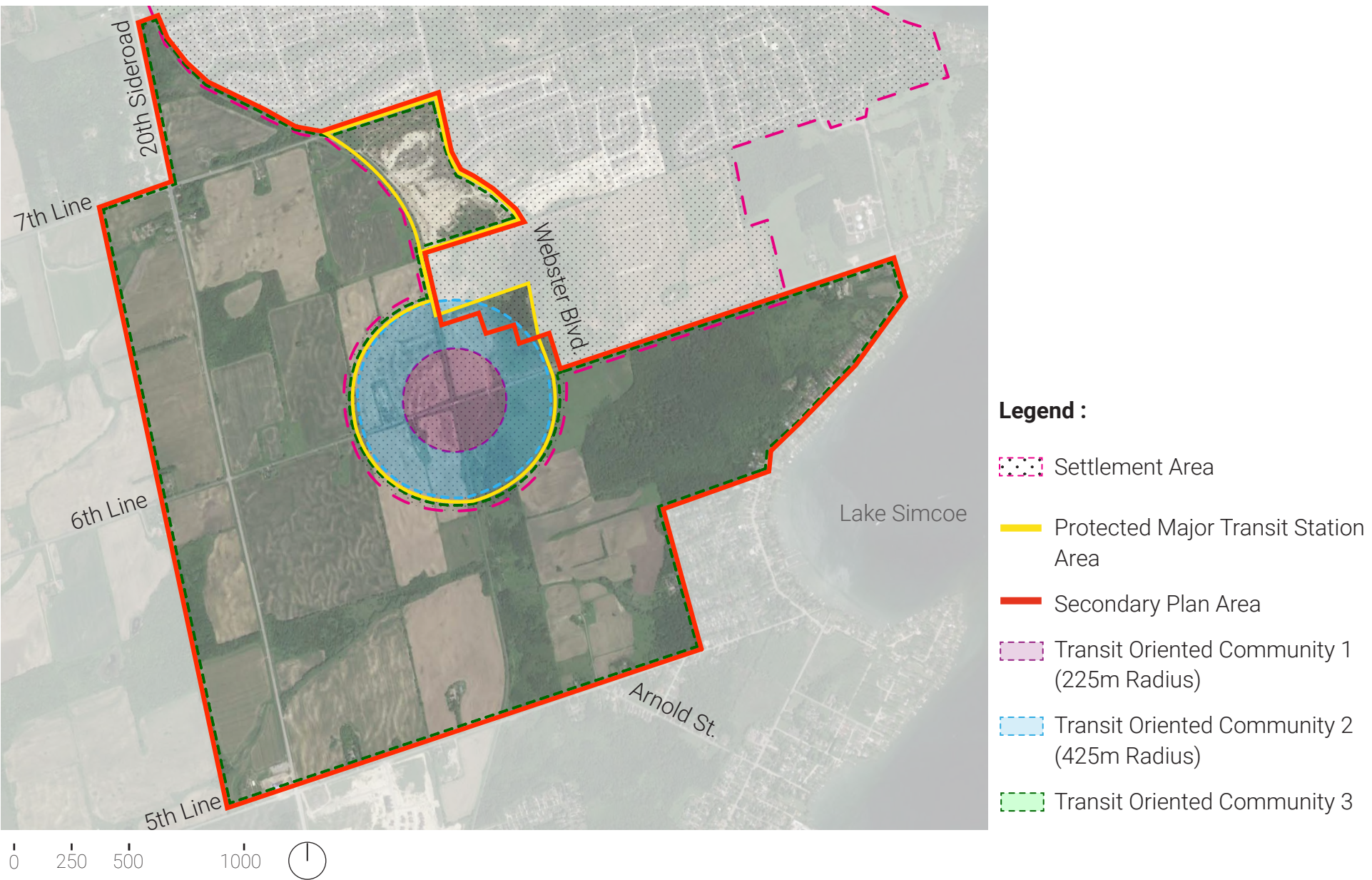
TOC 2 includes lands within a 225 metre to 425 metre radius from the intersection of 6th Line and the Metrolinx Barrie rail corridor. The MZO directs that TOC 2 shall have:

- A wide range of permitted residential and non-residential land uses;
- A minimum density of 150 dwelling units per hectare; and
- Minimum building heights of 4-storeys and maximum building heights of 15-storeys, unless the building fronts onto 6th Line, in which case maximum heights are 25-storeys.

Transit Oriented Community 3

TOC 3 refers to the extent of the Secondary Plan Area beyond a 425 metre radius from the intersection of 6th Line and the Metrolinx Barrie rail corridor. The MZO does not provide regulatory direction for TOC 3. While the TOC 3 area is not subject to the MZO, the planning for the TOC 3 lands will respond to the development and infrastructure that is currently being implemented within the TOC 1 and TOC 2 MZO lands.

SCHEDULE A: SECONDARY PLAN AREA



SCHEDULE A1: MINISTER ZONING ORDER LANDS



Legend :

- Transit Oriented Community 1
(225m Radius)
- Transit Oriented Community 2
(425m Radius)

1.4 Organization

The Secondary Plan consists of five chapters:

- Chapter A: Introduction provides the purpose and basis of the Secondary Plan and describes the Secondary Plan Area;
- Chapter B: Vision, Goals and Guiding Principles outlines the vision, goals and guiding principles of the Plan;
- Chapter C: Demonstration Plan provides an overview of the Demonstration Plan, including the key directions and presents one way in which the Secondary Plan Area could be built out;
- Chapter D: Policies describes the policies of the Secondary Plan including:
 - Sustainability;
 - Streets and Blocks;
 - Land Use and Built Form;
 - Public Realm;
 - Housing;
 - Community Services and Facilities;
 - Mobility;
 - Cultural Heritage;
 - Precincts; and
 - Infrastructure.
- Chapter E: Implementation and Phasing directs how development within the Secondary Plan Area will be phased and implemented.

1.5 Integration with the Innisfil Official Plan

This Secondary Plan provides policies and context for the Secondary Plan Area. It is written as a standalone document but will form part of the Town of Innisfil Official Plan and is considered an Official Plan Amendment, under Section 21 of the Official Plan.

1.6 Authority

This Secondary Plan has been prepared under Section 21 of the Planning Act and aligns with the policies of the Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe, County of Simcoe Official Plan and Town of Innisfil Official Plan.

1.7 Orbit Potential & Innovation Plan Study Process

Background studies informing the OPIP commenced in March 2022. Community and stakeholder engagement was conducted during the period from April to August 2022 including business surveys and outreach to Indigenous communities, Innisfil residents, landowners and youth groups. A preliminary preferred solution was selected in September 2022, which was followed by a series of consultation activities during Fall and Winter 2022. The Plan was further refined and developed into Secondary Plan policies between November 2022 and February 2023.

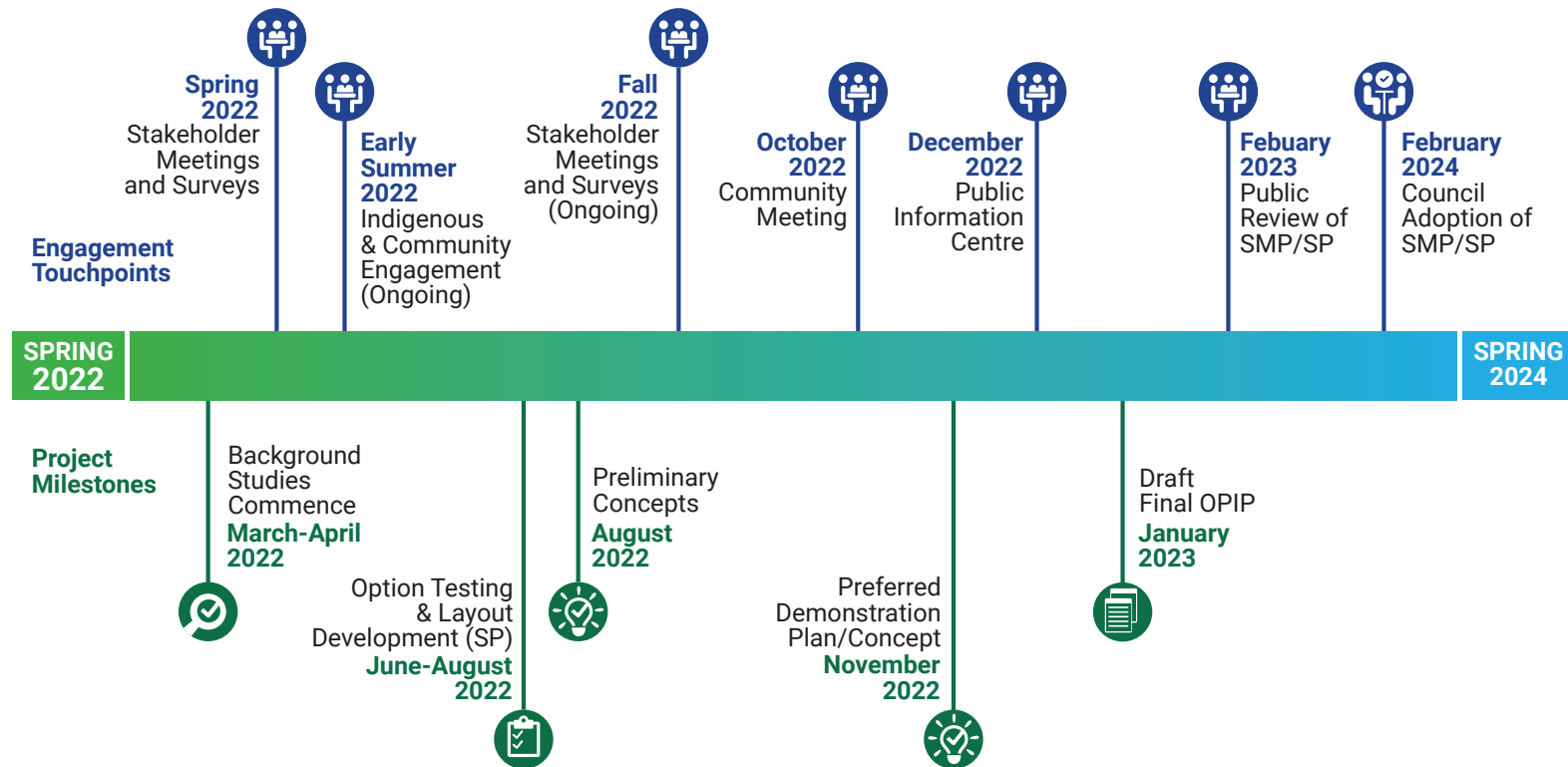
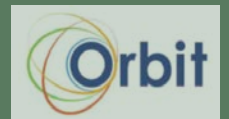


Figure 3: Orbit Study Process

CHAPTER B

VISION, GOALS AND GUIDING PRINCIPLES



2.0 Vision Statement

In 2021, the Town, in consultation with the community of Innisfil, created a vision that established clear directions for the development of Orbit and its surrounding areas.

The Orbit is a cutting-edge community where small town and rural lifestyles co-exist with the benefits and attributes of urban living.

The public realm is at the forefront with housing density & affordability, mobility, transit, arts, culture, technology, connectivity, business, digital innovation, economy, healthcare, social cohesion & infrastructure, sustainability, agriculture, open spaces, access to trails & waterfront and walkability.

The Orbit creates a dynamic centre of activity for visitors and residents alike, appealing to a variety of lifestyle activities that are possible and available in the area offering a rural-urban, all-season experience and easy access to the City.

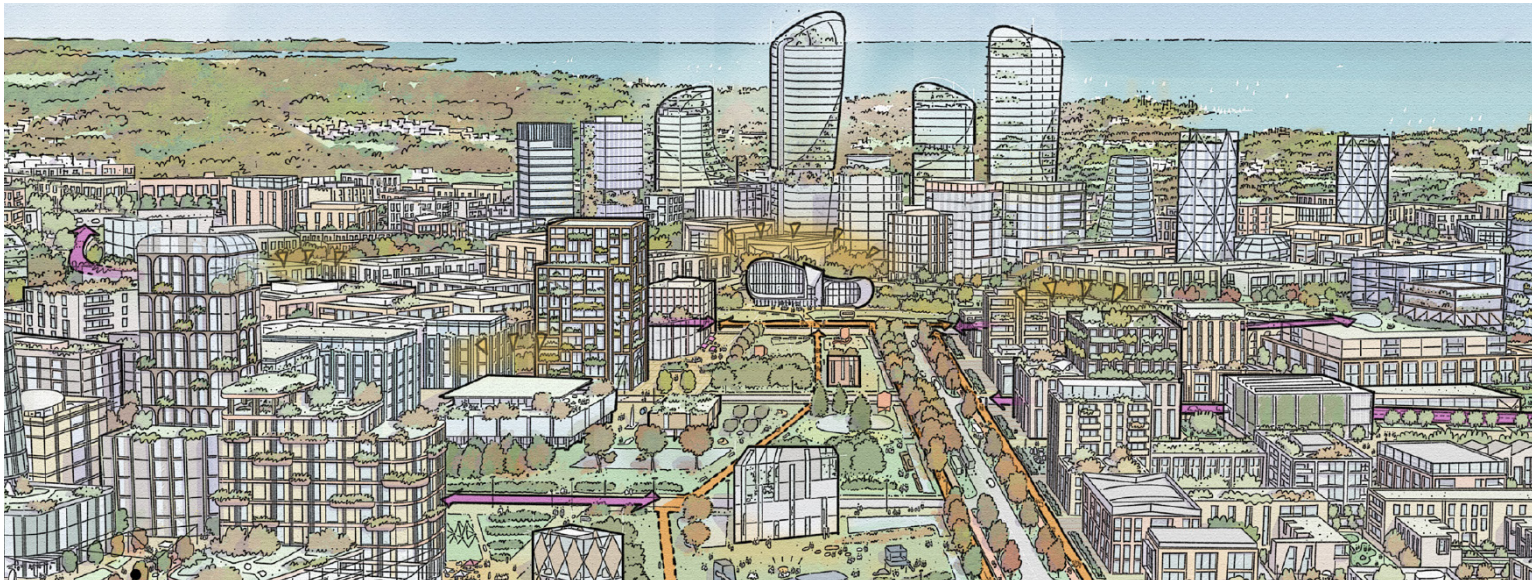


Figure 4: Artistic illustration of Orbit

2.1 Goals

To achieve the Orbit vision, the community will pursue the following five goals:



1) Sustainable Community

Building a community in a manner that protects, restores and improves the natural environment and minimizes carbon emissions through the entire process from design to construction to living.



2) 15 Minute Neighbourhoods

Creating 15-Minute Neighbourhoods designed with a people-first approach that promotes walkability and integrates green spaces.



3) Higher-Quality Density

Promoting density and diversity within different types of buildings that improve living quality and build human-scale communities.



4) An Insightful Urban-Rural Community

Making day-to-day life easier by focusing on a Smart Cities concept and good neighbourhood design.



5) Achieving a Sense of Place

Developing an exceptional public realm, and public private interface, to create new opportunities for placemaking and social interaction.

Figure 5: Goals

2.2 Guiding Principles

The Guiding Principles for Orbit build upon the Secondary Plan's Vision and Goals providing further specificity related to:

- Sustainability;
- Streets and Blocks;
- Land Uses and Built Form;
- Public and Private Spaces;
- Mobility; and
- Meaningful Consultation.

The sustainability principle covers social, environmental, economic, energy and digital innovation issues.

Principle 1: Sustainability

a) Social

Social sustainability refers to equality, diversity, inclusion, sense of place, and healthy and safe spaces.

The development of Orbit will enhance social sustainability by providing affordable and flexible options for housing, passive and active spaces, transportation, and community services and facilities. It will also create a sense of place and inclusivity by designing for social and cultural diversity. Within Orbit, there will be sufficient community infrastructure that is resilient, inclusive, and adaptable.



Figure 6: People gathering at an intriguing public space



Figure 7: Adaptable and inclusive spaces hosting events

Principle 1: Sustainability

b) Environmental

Environmental sustainability means conserving our local natural resources and ecosystems to support the health and well-being of our urban, rural, and indigenous communities.

The development of Orbit will protect, conserve and restore existing natural assets while expanding the range of natural heritage features through urban forestry spanning parks and open spaces and green corridors and streets. Resilient and flexible landscapes will be integrated with development to create a robust community. Implementing best practices in resilient infrastructure for stormwater, wastewater and water quality protection during construction is critical to protecting Lake Simcoe and achieving environmental sustainability.



Figure 8: Native tree species provide a variety of benefits.



Figure 9: Resilient and welcoming privately owned public space (POPS)

Principle 1: Sustainability

c) Economic

Regional connectivity and local employment are central to a complete community and economic sustainability. Orbit aims to encourage varying employment opportunities through the location of land uses and goods movement, design of built form, and provision of infrastructure and transportation facilities. Flexibility and adaptability are promoted, ensuring communities can respond to changes over time. Private sector enterprises, small business/start-up spaces, public sector organizations and academic institutions will be encouraged and accommodated.



Figure 10: Small business with active frontage serving the local community



Figure 11: Flexible space hosting art events

Principle 1: Sustainability

d) Energy

Orbit will be a low-carbon community.

Policies will be applied to encourage and promote the use of renewable energy. Methods of local energy supply and district energy systems will be explored to lower energy waste and related emissions while improving resilience to power disruption and other climate change impacts.

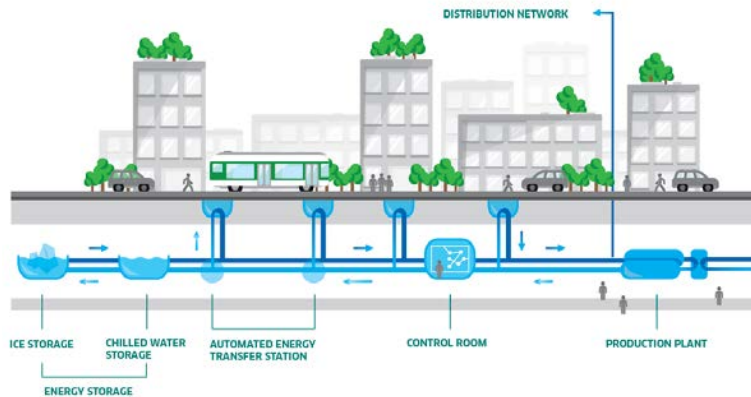


Figure 12: Illustration of a district cooling system
Source: Innovate Energy and the Government of Canada



Figure 13: Solar panels on a townhouse development

Principle 1: Sustainability

e) Digital Innovation

Technological advances and digital innovation can be a key sustainability tenet. However, the use of digital innovation presents challenges related to privacy; noise and light pollution; and other real or perceived threats.

Orbit will establish responsible data governance to ensure that data collected will be used for public benefit and user privacy will be protected. Under this premise, Orbit will embrace sustainable technology, while responsibly upholding individual privacy.



Figure 14: Smart traffic lights predicting traffic flow
Source: Innovation Origins, 2022

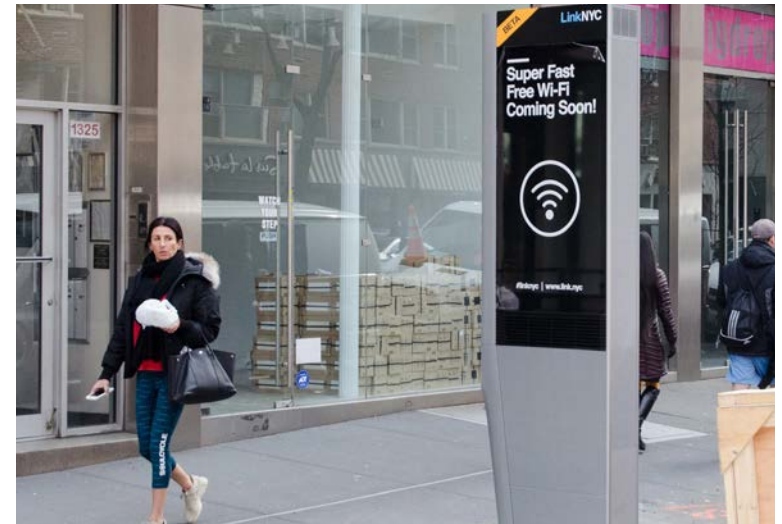


Figure 15: Public wifi services
Source: The Washington Post, 2016

Principle 2: Streets and Blocks

Streets and blocks form a community's urban fabric and set the tone for its built environments.

Within Orbit, circulation routes will radiate from the proposed GO Station forming compact blocks with an exceptional public, semi-public and private realm. Streets and blocks will be designed to create human-scale neighbourhoods that promote walkability, placemaking and 15 minute neighbourhoods. These blocks are encouraged to reflect the street pattern, width, and depth of Ontario's traditional towns, villages and urban centres.



Figure 16: Outdoor seating areas on a wide sidewalk with landscaped buffer



Figure 17: A pedestrian-only street framed by active frontages

Principle 3: Land Uses & Built Form

Land uses and built form in Orbit will support diversification, conservation, connectedness, resilience and self-sufficiency. This will be achieved by the strategic placement of land uses, high-quality and well articulated built form, buildings and infrastructure certified by green building standards and active street frontages. Flexibility in land uses and built forms will be taken into consideration when planning the community to ensure that Orbit can be adaptive to future changes.



Figure 18: Flexible uses and active street frontages forming an interesting and walkable community



Figure 19: Residential buildings with well articulated built forms

Principle 4: Public and Private Space

In Orbit, new developments will seamlessly integrate private open space and high-quality public places that will foster a sense of identity through placemaking and high quality urban design. Public and private open spaces will be attractive, resilient, accessible and adaptable.

Orbit's public and private spaces will be a physical platform where people can celebrate the Town's environmental, social, cultural, and heritage attributes.



Figure 20: Students and workers nearby gathering at a well-designed public space



Figure 21: Private open space with resilient landscapes and public art

Principle 5: Mobility

Orbit aims to implement transit-friendly neighbourhoods to reduce dependence on traditional private vehicles. The community is centred around the proposed Innisfil GO Station to encourage regional travel by train and bus. The plan will give priority to travel by active transportation—walking, cycling, and electric-assisted devices like e-bikes—by ensuring that all Orbit neighbourhoods are connected to each other with high-quality cycling and pedestrian paths and complimentary land uses.

The plan will promote electric and zero-emission vehicles (ZEVs) by integrating charging stations, ZEV-ready parking, and other necessary infrastructure within new development. In addition, new mobility trends such as car-sharing and self-driving technology will be taken into consideration when designing streets and neighbourhoods.



Figure 22: Electric car charging station
Source: Oxford Mail, 2022



Figure 23: Approved development applications adjacent to Mimico GO Station. Source: Vandyk Properties

Principle 6: Meaningful Consultation

Consultation with the local community, Williams Treaties First Nations and key stakeholders will inform amendments and revisions to the Secondary Plan. Input will be sought early in the development process and throughout Secondary Plan reviews to ensure ongoing consultation.

The Town shall promote partnership and coordination with Williams Treaties First Nations. A meaningful relationship will be fostered to create opportunities for proactive engagement, consultation and information sharing.



Figure 24: Community Engagements for older secondary plan



Figure 25: Community Engagements for older secondary plan

CHAPTER C

DEMONSTRATION PLAN



3.0 Demonstration Plan

The demonstration plan describes one possible way Orbit may develop based on the vision, goals, guiding principles, policies and schedules contained within this Secondary Plan.

The demonstration plan reflects a population of approximately 90,000 people and 20,000 jobs to full build-out. The initial phases of development will occur within TOC 1 and TOC 2, as identified on Schedule A. TOC 1 and TOC 2 have been shown to accommodate approximately 25,000 people and 5,000 jobs to 2051.

The demonstration plan is provided for illustrative purposes only.



Figure 26: Rendering of one way that Orbit could build out



Figure 27: Rendering of the view from the GO Station facing the public plaza (conceptual)



Figure 28: Conceptual road design

3.1 Key Directions

The following key directions have been developed from the Secondary Plan's Vision, Goals and Guiding Principles. They provide direction to the Secondary Plan, and thus the demonstration plan. Key directions include:

- A Concentric Grid as an Organizing Principle;
- 15 Minute Neighbourhoods;
- A Heart and Spine; and
- Connecting Green Infrastructure with Orbit's Land Use Strategy.

A Concentric Grid as an Organizing Principle

Orbit is based on a concentric grid with connections radiating from the proposed GO Station.

The centre of Orbit is not the intersection of 6th Line and the rail corridor, but rather the public square adjacent to the proposed GO Station. As development applications come forward within the Secondary Plan Area, they should consider circulation and blocks that would generally extend from the proposed GO Station in a concentric grid pattern, having due consideration for the planned context at the time of application.

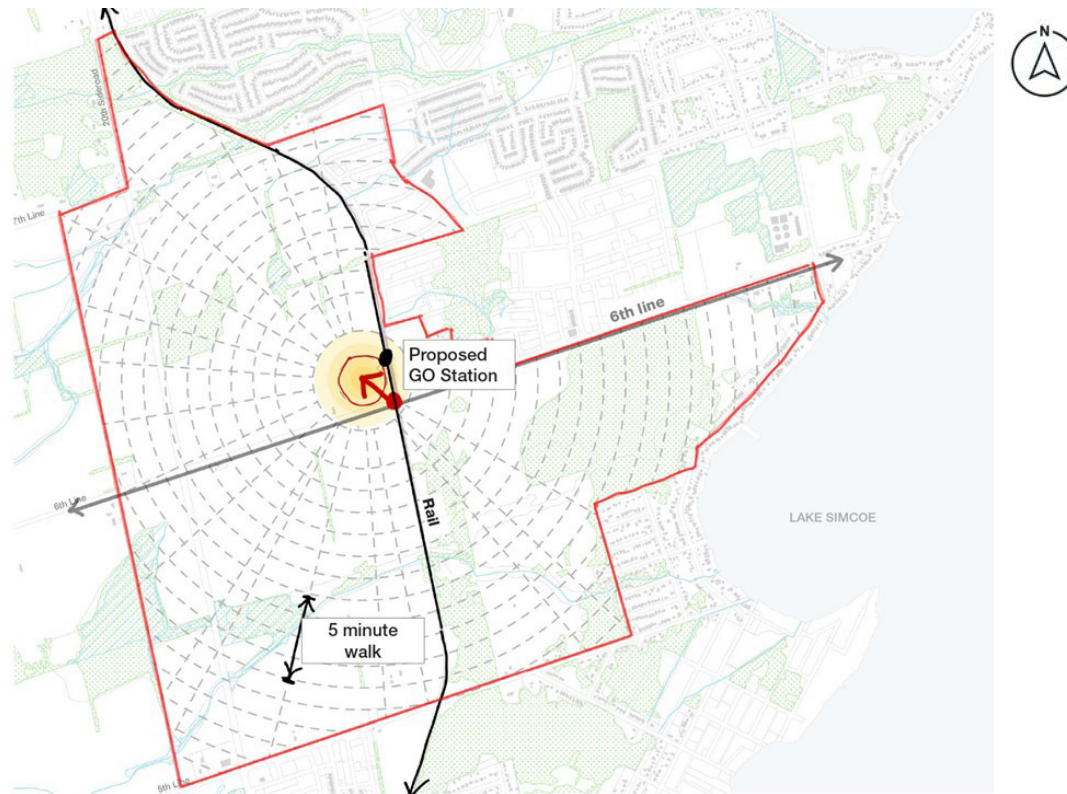


Figure 29: Concentric Grid

15 Minute Neighbourhoods

15 minute neighbourhoods are compact, well-connected, and transit-supportive places where a diverse mix of uses can be accessed within a 15 minute walk.

Orbit will accommodate four 15 minute neighbourhoods. Each neighbourhood will function as a walkable neighbourhood, providing community and commercial amenities for residents in local centres. Each 15 minute neighbourhood will form a precinct with a distinctive character, parks and placemaking opportunities.



Figure 30: Four 15 minute neighbourhoods

A Heart and a Spine

The proposed GO Station and transit plaza provided through development within TOC 1 and TOC 2 will serve as Orbit's heart, providing a focal point that will be a hub of activity. Green corridors, serving as the spine, will connect neighbourhoods throughout Orbit to the proposed GO Station and each other.

Public spaces will be at the forefront of Orbit. Green corridors will be critical in connecting Orbit physically and socially. They will be the foundation on which core aspects of Orbit are built, such as facilitating transportation and providing a variety of public spaces for community building. As development applications come forward, they should have due regard to accomplishing corridors and linkages in a manner that is appropriate for the development and accomplishes the intent of this principle.

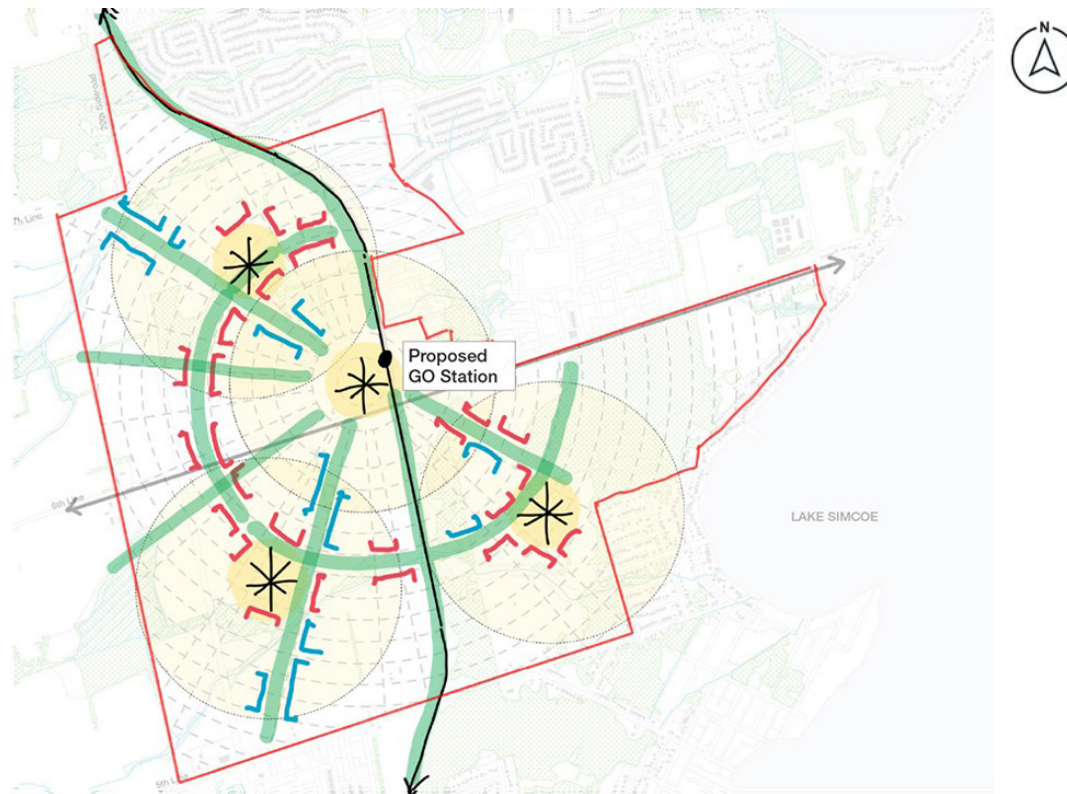


Figure 31: A heart and green spines

Connecting Green Infrastructure with Orbit's Land Use Strategy

Framed by a mix of uses with active frontages, green corridors form a central component of Orbit's land use strategy. Ensuring buildings don't turn their backs on these important arteries will ensure public spaces are vibrant and welcoming.

Green corridors are pivotal in establishing the centre of each precinct. Locations of key community services and facilities, recreational opportunities, commercial amenities and placemaking destinations are based on the green corridors and their associated infrastructure and roles.

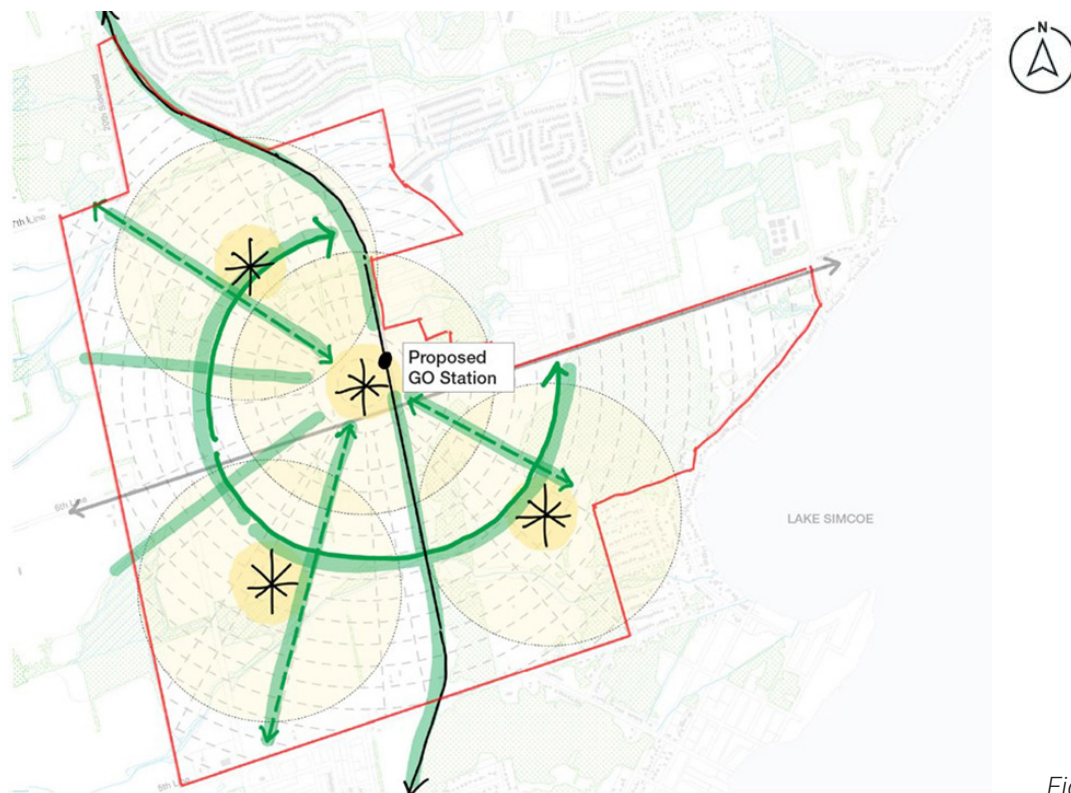


Figure 32: Active uses fronting green spines

3.2 Precincts

Orbit is divided into four precincts, as shown on Schedule B. These precincts are called:

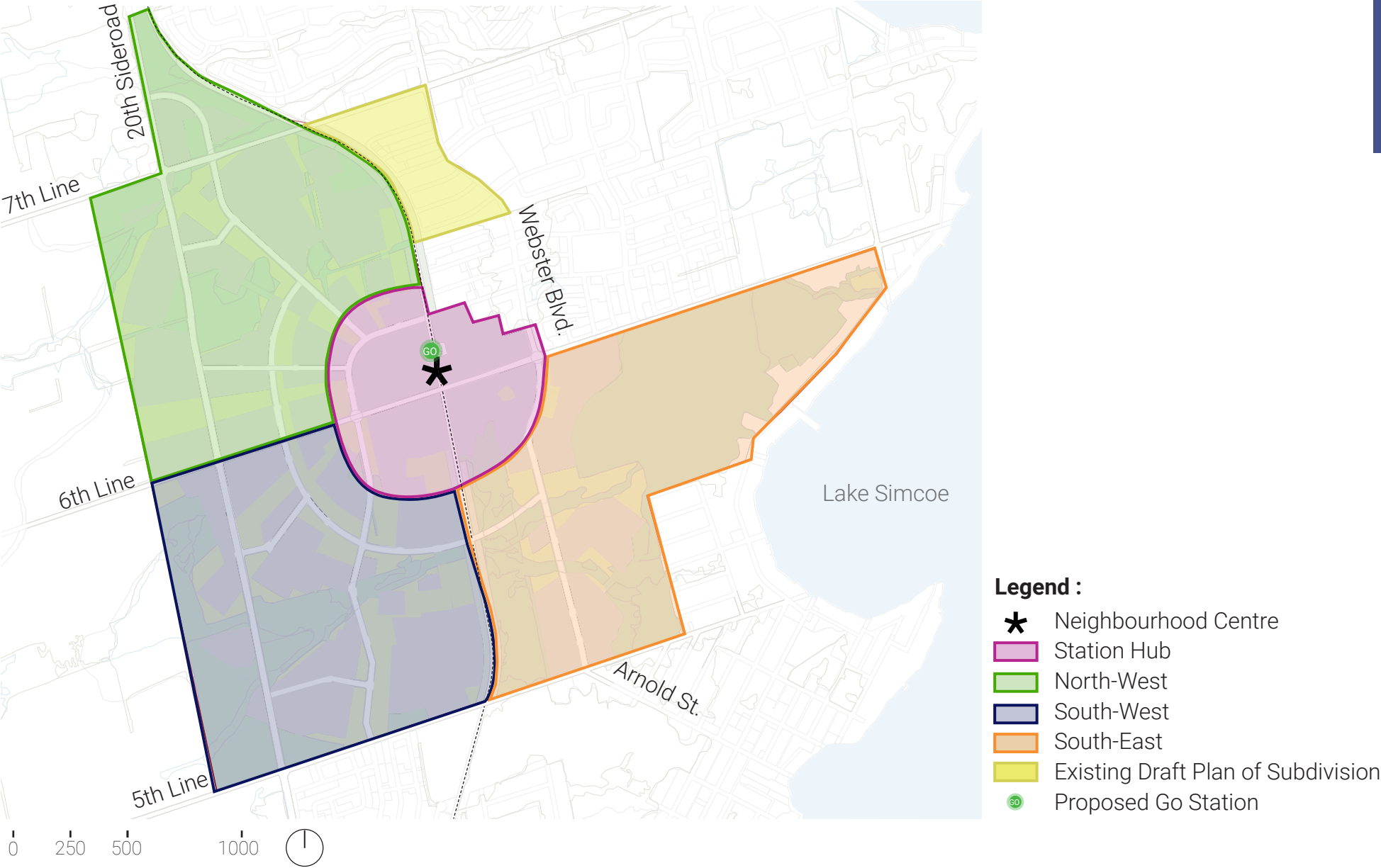
- Station Hub Precinct (generally TOC 1 and TOC 2);
- North-West Precinct;
- South-West Precinct; and
- South-East.

Specific precinct policies are found in Section 7.

Each precinct reflects a complete 15 minute neighbourhood. Primary and secondary centres within each precinct provide residents with a range of services and facilities to meet their needs and establish a foundation for community building. Transit and active transportation routes, parks, and open spaces run through each precinct to provide access to all residents.

Key defining features play an important role in determining the character of each precinct. These features include the proposed GO Station and transit plaza in the Station Hub Precinct, the focus of employment uses in the North-West Precinct, the opportunity for institutional uses in the South-West Precinct and the large natural heritage system in the South-East Precinct.

SCHEDULE B: PRECINCTS





Legend :

- Station Hub
- North-West
- South-West
- South-East
- Existing Draft Plan of Subdivision

Figure 31: Illustrative 3D Orbit development model with precinct overlay

CHAPTER D

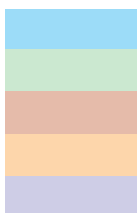
POLICIES



4.0 Sustainability and Resiliency

Sustainability policies, consistent with the sustainability principles, are incorporated throughout the Secondary Plan. These policies are colour coded as follows:

- Social: blue
- Environmental: green
- Economic: brown
- Energy: orange
- Digital Innovation: purple



Policies not covered in Sections 5 to 16 of this Plan are included here:

4.1 Social Sustainability

Social sustainability benefits from strengthening social connections and attachment to place by providing gathering places and opportunities for social interaction and activity. Social sustainability prioritizes inclusivity and accessibility, ensuring there is place for everyone.

4.1.1 Placemaking shall be prioritized at key placemaking destinations throughout Orbit. Key placemaking destinations within Orbit are identified in Section 6.11 of this Secondary Plan. Policies in Section 3.1 of the Official Plan shall apply to key placemaking destinations in Orbit and Sections 2 and 3 of the Official Plan shall be referenced when reviewing development applications.

4.1.2 Accessible and barrier-free design is encouraged in all publicly accessible buildings and spaces.

4.1.3 Community hubs, consisting of community services and facilities, commercial uses serving the needs of the surrounding community and parks and open spaces, are encouraged to be located at the centre of each 15 minute neighbourhood to promote social sustainability. Locations and functions of community hubs are included in Section 7 of this Secondary Plan.

4.1.1- Key placemaking destinations are important neighbourhood hubs and gathering places that can be animated throughout the day and seasons as places to meet friends, be entertained or participate in activities. Key placemaking destinations may include public squares, parks and open spaces, community uses and commercial areas that can be programmed for recreation, social or entertainment activities.

4.1.6- Refer to Section 14
for specific policies.

4.1.7- Refer to Section 9 for
specific policies.

4.1.8- Refer to Section 10
for specific policies.

4.1.4 Community hubs shall contain community-led spaces such as lending spaces, reselling and trading spaces, knowledge and talent sharing spaces, and meeting, event and activity spaces that are accessible to all. Community-led spaces should be integrated and co-located with other development and include programming tailored to community needs.

4.1.5 Spaces that can accommodate small-scale and diversely owned businesses, and entrepreneurs shall be encouraged in mixed-use buildings. This can be accomplished through smaller commercial units and flexible floor plan design to allow for spaces to fluctuate in size, layout and function, with an aim to promote leasable space and limit vacancies.

4.1.6 Cultural heritage resources shall be preserved and integrated into placemaking strategies where feasible. Section 4: Culturally Connected of the Official Plan continues to apply.

4.1.7 Orbit's road network shall implement a complete streets approach to design and maintenance. Section 5.1: Complete Streets & Streetscape Design of the Official Plan continues to apply.

4.1.8 Public and private spaces shall be designed for multi-functionality, flexibility and adaptability to promote resiliency in the long-term.

4.1.9 A range and mix of housing options shall be provided within each precinct to accommodate people with different needs and at different stages of life.

4.1.10 All community members should have easy access to local, healthy food. Policies under Section 14.2: Food Access in the Official Plan continue to apply. The following additional measures are promoted within Orbit:

- a. A portion of on-site vegetation should be edible; and
- b. Every block is encouraged to include food-growing garden space. At a minimum, each precinct will include food-growing garden space for community use.

4.1.11 Building and public space designs shall have consideration for accessibility needs, such as access and circulation, washroom facilities, amenities, and visual and audible considerations, especially in areas of high pedestrian traffic.

4.2 Environmental Sustainability

Environmental sustainability is the protection, preservation and enhancement of the natural environment. This means protecting, preserving and enhancing significant natural heritage features, including woodlands, water courses, wetlands, and Lake Simcoe, and creating new green spaces. Environmental sustainability also refers to mitigating and preparing for the impacts of climate change.

4.2.1 The Natural Heritage System and Key Natural Heritage Features identified on Schedule H, including woodland, water courses, wetlands and Lake Simcoe, shall be protected, restored and improved. Policies related to Key Natural Heritage Features under Section 17.1 of the Official Plan shall apply.

4.2.2 When development is proposed in proximity to the Natural Heritage System identified in Schedule H, Key Natural Heritage Features shall be assessed through an Environmental Site Assessment. Existing natural heritage features, including woodlands, water courses and wetlands, will be protected. Development proposals shall provide appropriate buffers to natural heritage features, and demonstrate no net impact on the Natural Heritage System, consistent with the policies of Section 17.1 of the Official Plan.

4.2.3 Water quality shall be protected through various means, such as capturing and managing rainfall to reduce, and better filter, stormwater runoff. Policies under Section 16.2 of the Official Plan shall apply.

4.2.4 Impacts on water quality and wetland habitat at Lake Simcoe shall form part of the evaluation of all redevelopment within Orbit. New development shall comply with the Lake Simcoe Protection Plan (LSPP) and implement applicable Lake Simcoe Region Conservation Authority (LSRCA) guidelines as they relate to the protection of Lake Simcoe to the satisfaction of Town staff and the LSRCA.

4.2.5 The Town shall establish a Climate Change Strategy to evaluate, prepare, mitigate and adapt to the climate change impacts, including consideration of public health and safety, infrastructure, food security and emergency services. The Strategy should outline specific goals, actions and timelines for implementation.

4.2.6 The Town shall prepare a stormwater management monitoring procedure.

4.2.7 A surface water flow monitoring procedure, including the percentage of pollutant loading, shall be established and implemented by the Town.

4.2.2- Refer to Sections 6.12 for specific policies.

Refer to Section 6.12 for specific policies related to natural heritage protection.

4.3 Economic Sustainability

Economic sustainability refers to creating a community that will address the needs of residents over the long-term, including diverse and inclusive employment opportunities available close to where people live.

4.3.1 The following services and opportunities should be provided at the neighbourhood level, within each precinct:

- a. Core services: Banks, post offices, grocery stores, convenience stores, thrift and consignment stores, laundromats and dry cleaners.
- b. Healthcare services: Doctors, dentists, walk-in clinics, community health centres, veterinarians, and pharmacies.
- c. Food services: Grocery stores, specialty food stores, farmers markets, private and community gardens, and community food hubs.

4.3.2 Lands within Orbit shall accommodate employment and commercial uses to support local jobs. A broad range of commercial and employment uses that can evolve over time shall be encouraged. In addition to traditional commercial and employment land uses, emerging forms of employment spaces shall be encouraged, including co-working spaces, maker spaces, incubator spaces, micro-scale manufacturing spaces, and micro-retail spaces.

4.3.3 Commercial uses shall be required on specific streets as identified on Schedule E and in precinct nodes as identified in Section 7, to ensure economic activity and employment opportunities within neighbourhoods.

4.3.3- Refer to Sections 5.3 and 7 for additional policies.

4.4 Energy Sustainability

Orbit will strive for a resilient energy supply system and a built environment designed for energy efficiency.

4.4.1 Policies under Section 15.2 Energy Conservation & Climate Change in the Official Plan continue to apply with respect to energy sustainability and resiliency.

4.4.2 The Town shall prepare a power disruption risk-specific plan to ensure energy supply is resilient to power disruption and varying weather events.

4.4.3 Alternative energy systems including local power generation shall be provided where feasible; localized and distributed energy generation will build resiliency and energy security.

4.4.4 All new development should incorporate the use of on-site renewable energy including solar, wind and/or geothermal.

4.4.5 All buildings shall be designed to be energy efficient through the specific policies under Section 8.9 relating to sustainable building design.

4.4.6 All development within Orbit shall be designed to be district energy ready to accommodate a future district energy system with minimum alteration.

4.4.7 To protect for a District Energy System (DES), development applications will be required to demonstrate how a building is or can be made “District Energy Ready” through the following considerations:

- a. Providing adequate space at or below ground level for energy transfer stations;
- b. Demonstrating ability to supply thermal energy from ground level;
- c. Provision of an easement between mechanical rooms and the property line for thermal piping;
- d. Use of low temperature hydronic heating systems compatible with district energy systems; and
- e. Appropriate thermal energy metering.

4.4.6 and 4.4.7 - District Energy Systems (DES) are systems that distribute thermal energy (heating and cooling), electricity, or a combination of both to multiple buildings within a given area or neighbourhood. Orbit represents an opportunity to benefit from DES given they are generally optimized in high density communities with compact land-use patterns. The Town may work with landowners and developers to implement a district energy system for reliable and resilient energy supply to serve public and private development.

Where required and feasible, the Town shall grant easements for district energy infrastructure across City-owned lands and rights of ways (ROWS).

4.5 Digital Innovation

In the context of Orbit, digital innovation refers to the application of digital technology to address historic urban challenges. Orbit may deploy technology with “smart city” components to tackle these challenges. Infrastructure that enables digital innovation and technology should be encouraged, such as infrastructure that enables all buildings in Orbit to have 5G coverage.

4.5.1 Infrastructure within Orbit is encouraged to accommodate the emerging Internet-of-Things (IOT). Notable IOT elements that the Plan shall consider, and may eventually accommodate, include:

- a. Traffic management and parking solutions, such as automated curb enforcement and traffic signals to reduce traffic;
- b. Waste management, such as smart bins and garbage disposal methods and identification of different types of waste;
- c. Security systems, such as sound sensors and smart streetlights;
- d. Smart energy consumption;
- e. Healthcare services;
- f. Mobile infrastructure; and
- g. Drone deliveries.

4.5.2 Orbit is intended to be an exemplar of responsible data governance:

- a. Orbit should develop a data strategy that aims to improve the quality of data and treat data as a community asset;

- b. Under such a strategy, data should be well maintained and shared where appropriate to promote digital collaboration and innovation, while ensuring that the privacy of the individual is always protected; and
- c. A monitoring plan will be identified through implementation policies.

4.6 The Orbit Sustainable Development Plan and Checklist

4.6.1 All development applications will be reviewed against the Orbit Sustainable Development Plan and Checklist. Individual developments and Orbit as a whole shall achieve and exceed relevant goals and objectives of the Orbit Sustainable Development Plan and Checklist to the satisfaction of Town staff.

5.0 Streets and Blocks

Streets and blocks within Orbit will form a concentric grid connecting the proposed GO station to satellite neighbourhoods and a linear open space system. A road network and hierarchy will be established to reinforce Orbit's central organizational structure.

Block patterns will support a high degree of permeability and connectivity with active frontages fostering an engaging public-private interface. Streets and blocks will support 15 minute neighbourhoods that promote walkability, placemaking, accessibility, and pedestrian-scale streetscapes.

5.1 Road Network

5.1.1 The planned road network for Orbit is outlined on Schedule C: Road Network. The following section describes the general planned function for each road typology and identifies related policies. The location of local roads shown on Schedule C are conceptual only, with final road locations to be identified through individual applications, having due consideration for achieving the intent of this Plan.

Arterial Roads

Town Arterial Roads are intended to be major transportation routes, carrying heavy volumes of inter-municipal traffic. Arterial Roads within the Secondary Plan Area include 6th Line, 7th Line and 20th Sideroad.

SCHEDULE C: ROAD NETWORK



Legend :

Existing

- Innisfil Arterial - 30m Row
- Major Collector - 28m Row

Proposed

- Major Collector Transit Priority - 26m Row
 - Section A-A
 - Section B-B
- Major Collector - 26m Row
 - Section C-C
 - Section D-D
- Minor Collector - 23m Row
 - Section E-E
 - Section F-F
- Potential Local Street Urban - 20m Row
 - Section G-G
 - Section H-H
- Potential Local Street Neighbourhood - 17m Row
 - Section I-I
 - Section J-J
- Proposed GO Station
- Pick Up / Drop Off

Major Collectors

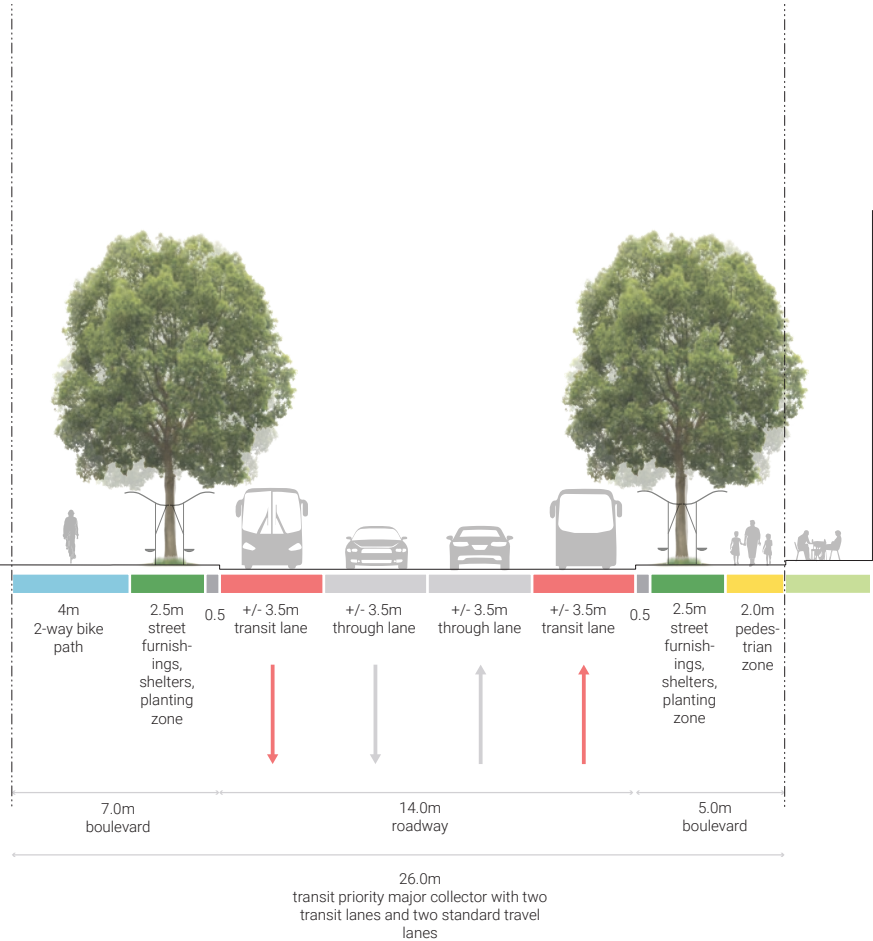
Major collectors serve mainly inter-regional and regional travel demands, truck traffic and transit services. Major Collectors provide connections to the external road network. Major Collectors include 5th Line, the extension of Webster Boulevard south towards 5th Line and the Major Collector – Transit Priority, as shown on Schedule C.

5.1.2 The following shall apply to Major Collector – Transit Priority:

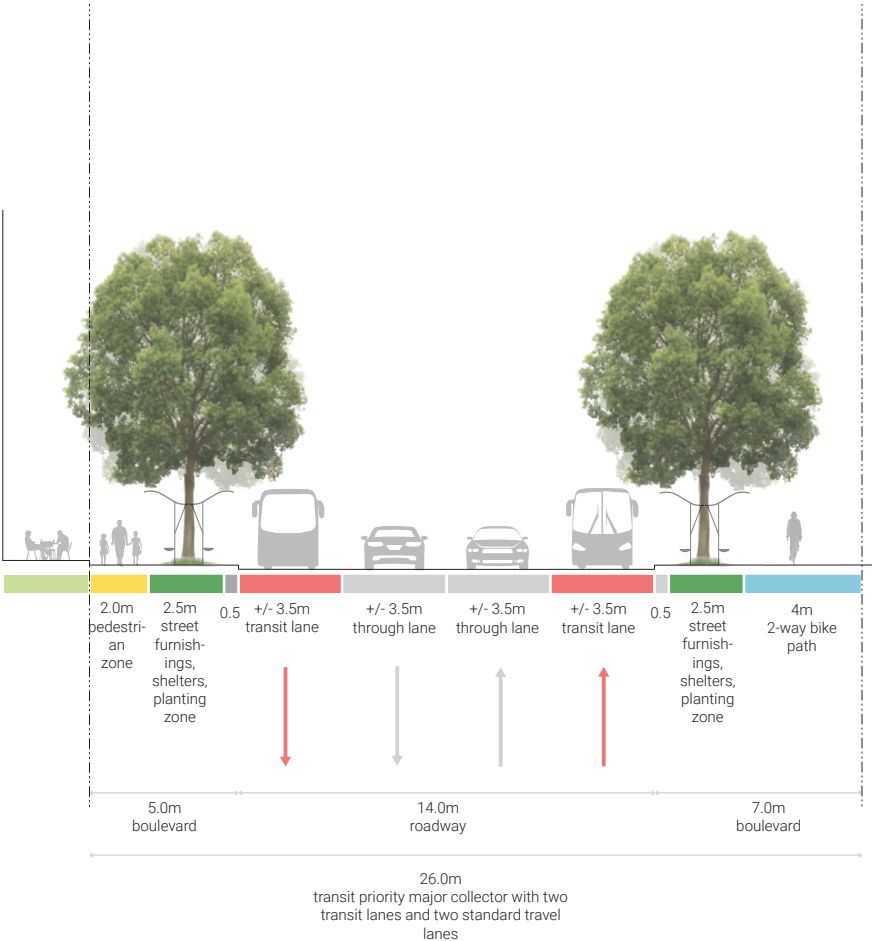
- a. Major Collector – Transit Priority shall have a ROW width of 26 metres;
- b. Major Collector – Transit Priority shall facilitate and prioritize access by transit vehicles to the proposed GO Station;
- c. Two dedicated transit lanes and two general-purpose lanes shall be provided;
- d. In the early phases of Orbit and at locations where a dedicated transit lane is not required, the dedicated transit lanes may be used for on-street parking;
- e. Dedicated transit lanes shall facilitate transit loading and unloading without blocking vehicular traffic;
- f. Sidewalks shall be provided on both sides of the road; and
- g. Two-way, off-road cycling facilities shall be provided on one side of the road.

SCHEDULE D-1: ROAD CROSS SECTION MAJOR COLLECTOR - TRANSIT PRIORITY

Section A-A



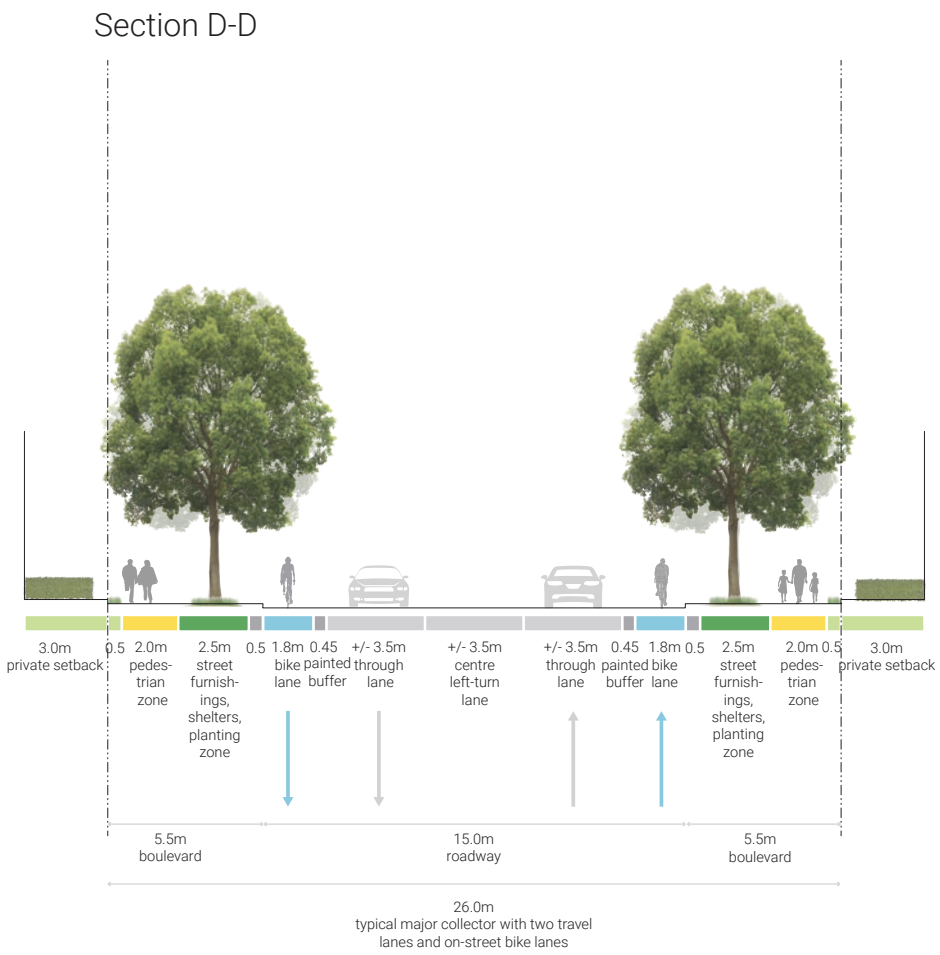
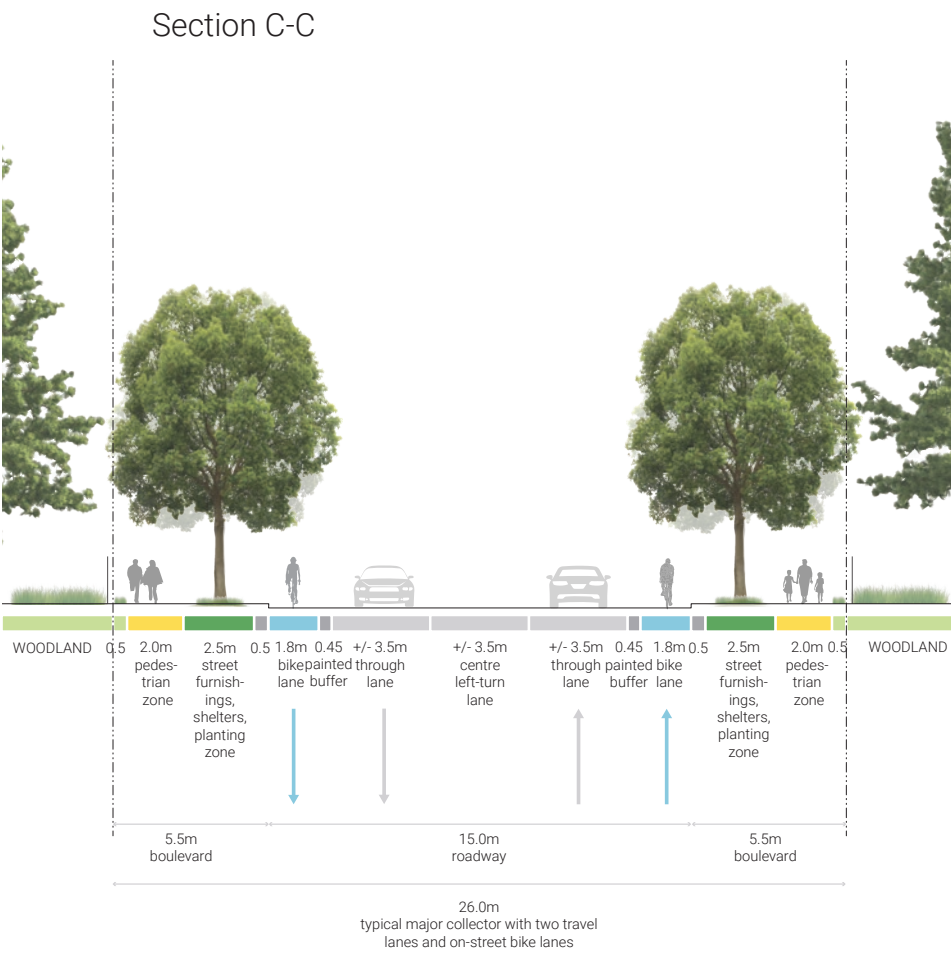
Section B-B



5.1.3 The following shall apply to all other Major Collectors:

- a. Major Collectors shall have a ROW width of 26 metres;
- b. One-way, buffered on-street cycling facilities shall be provided on each side of the road;
- c. Sidewalks shall be provided on both sides of the road; and
- d. Street furnishing and planting zones shall be provided on both sides of the road to maximize clearance between vehicular traffic and pedestrian movements.

SCHEDULE D-2: ROAD CROSS SECTION MAJOR COLLECTOR



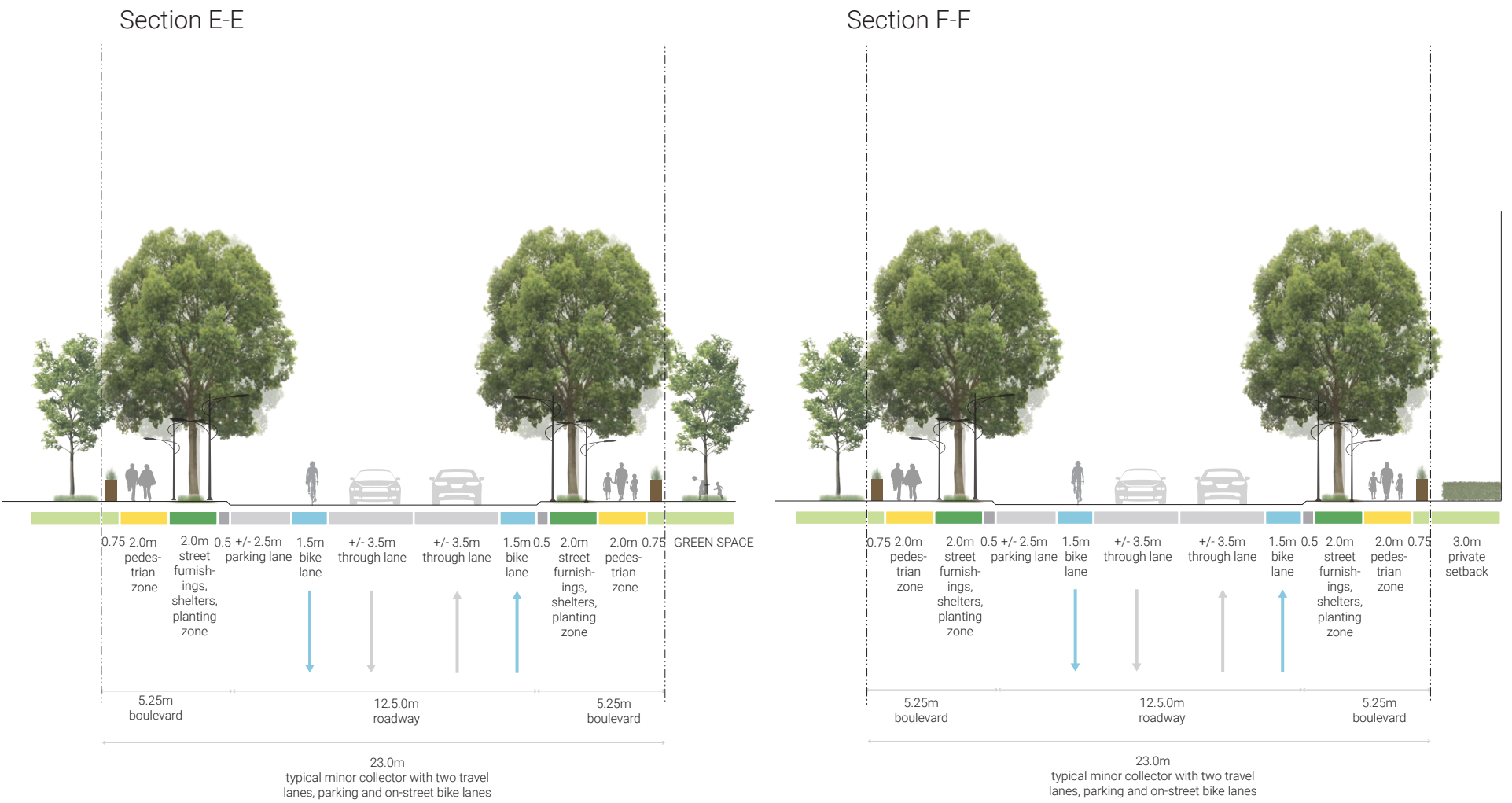
Minor Collectors

Minor Collectors provide pedestrian, cyclist, and vehicular circulation between precincts and provide connections to major collector and arterial roads.

5.1.4 The following shall apply to all Minor Collectors:

- a. Minor Collectors shall have a ROW of 23 metres;
- b. Minor Collectors shall accommodate single-lane two-way traffic and two-way cycling facilities on each side of the road;
- c. Sidewalks shall be provided on both sides of the road;
- d. Street furnishing and planting zones shall be provided on both sides of the road to maximize clearance between vehicular traffic and pedestrian movements; and
- e. On-street parking may be provided abutting non-residential frontage to facilitate retail and recreational activity.

SCHEDULE D-3: ROAD CROSS SECTION MINOR COLLECTOR



Local Streets

Local streets divide blocks and provide pedestrian, cyclist and other low-speed mobility device (i.e., e-scooters), and vehicular circulation, and provide access to minor collector roads.

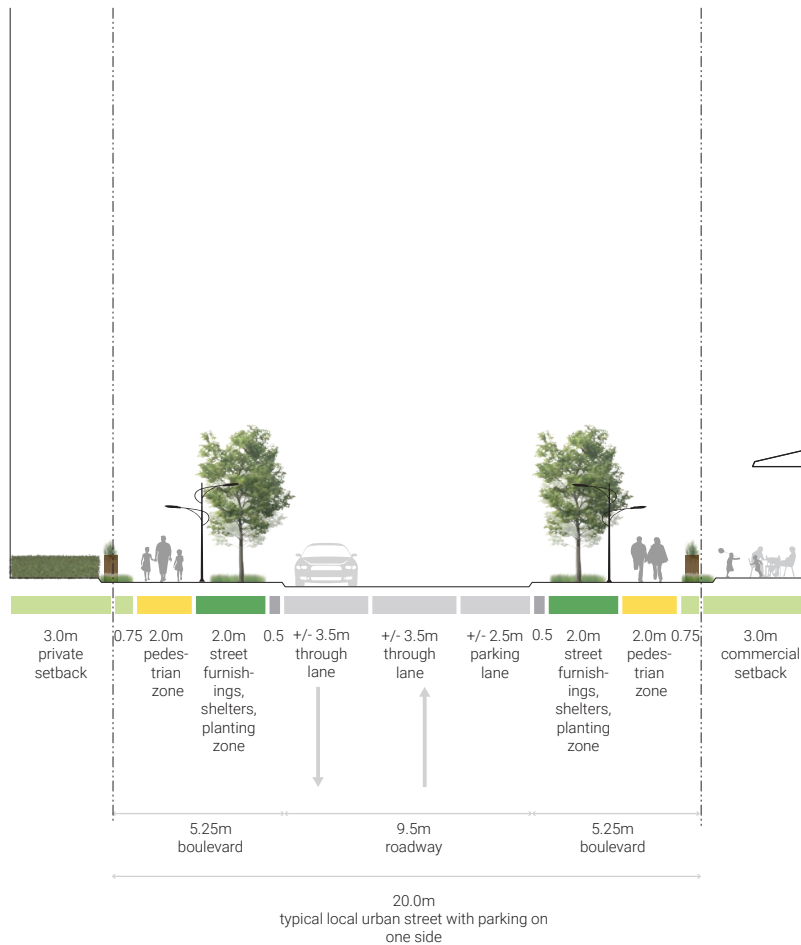
5.1.5 The following shall apply to Local Roads:

- a. Local Roads shall have a ROW of between 14 metres to 20 metres;
- b. Local Roads shall accommodate single-lane two-way traffic and one-vehicle parking lanes; and
- c. Local Roads shall be shared paved road that prioritizes pedestrians and cyclists.

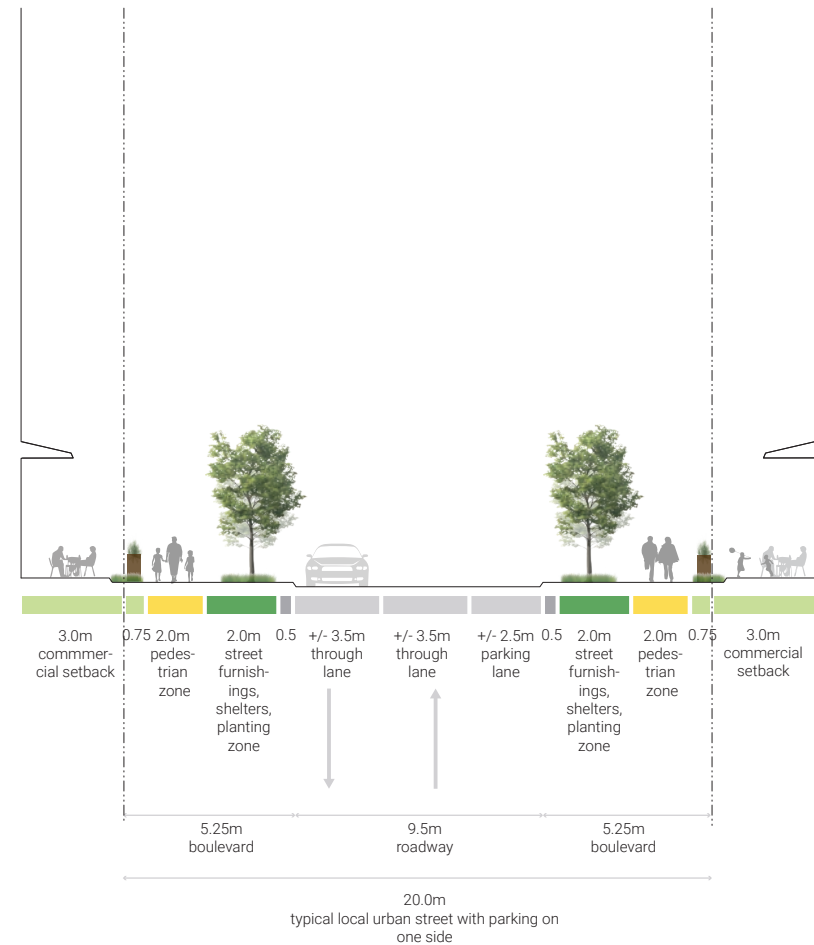
5.1.6 Flexible street configuration will be taken into consideration when planning streets abutting commercial active frontage. Flexible street configuration shall be subject to specific conditions of use, including wider sidewalks and space for patios and terraces in Summer and more on-street parking options in Winter.

SCHEDULE D-4: ROAD CROSS SECTION POTENTIAL LOCAL STREET URBAN

Section G-G

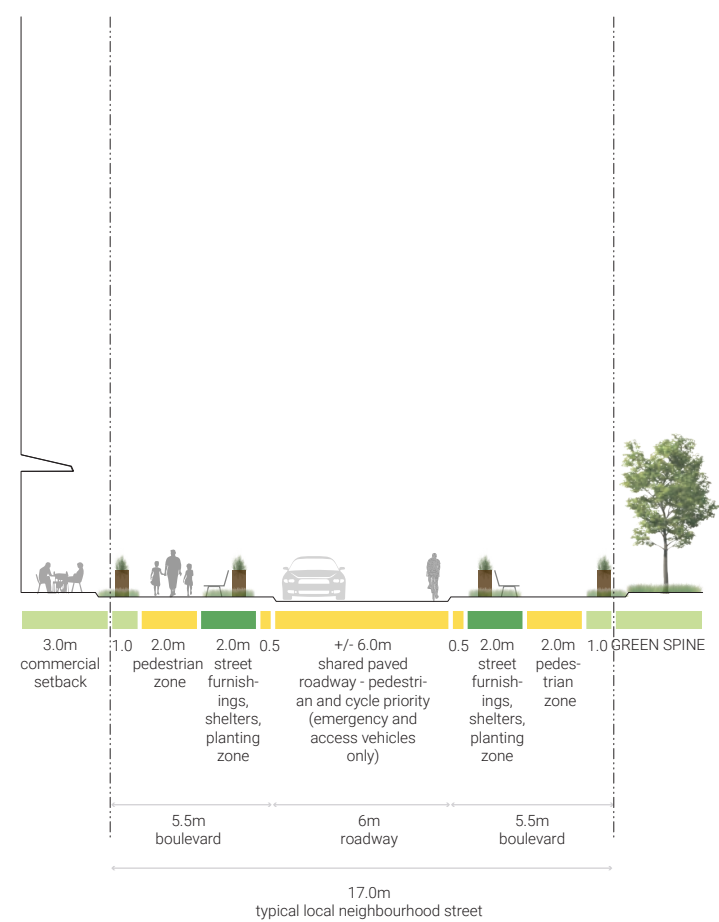


Section H-H

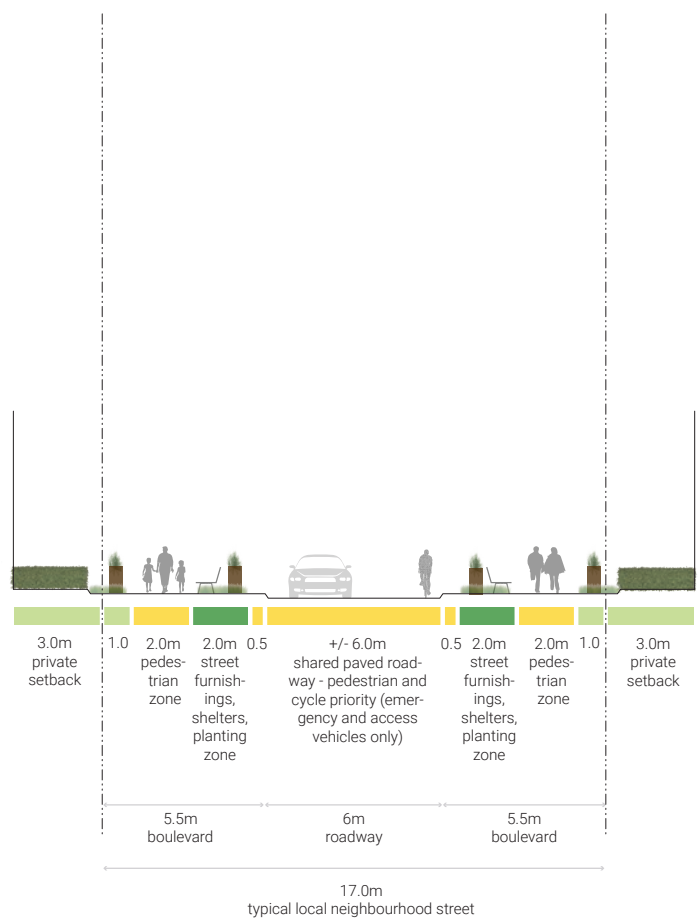


SCHEDULE D-5: ROAD CROSS SECTION POTENTIAL LOCAL STREET NEIGHBOURHOOD

Section I-I



Section J-J



5.2 Blocks

Smaller block sizes, a defining feature of historic population centres, prioritize walkability by creating more route options and connections for pedestrians. They lead to a greater total block perimeter, which provides more opportunities for active street frontages, more foot traffic and frequent store fronts.

Much of Innisfil's existing street and block network is comprised of larger blocks that are irregular in shape and prioritize vehicle movement with cul-de-sacs and infrequent intersections. The average distance between the two closest intersections can range from 200m to 350m with a limited land use mix limiting walkability. Based on four 15 minute neighbourhoods Orbit will be built on a walkable street and block network where residents can walk to stores, parks and services that meet their daily or weekly needs.

5.2.1 Potential blocks are identified on Schedule C Road Network. The exact size and layout of local streets and blocks shall be defined through the site plan approval process.

5.2.2 Block size and shape should promote walkability. Blocks should range between:

- 60m to 90m wide; and
- 90m to 150m long.

5.2.3 Block location and patterns should maximize access and views to significant natural features and parks, where feasible and appropriate.



Figure 34: Active frontage of different uses
Source: National Model Design Code, Government of UK

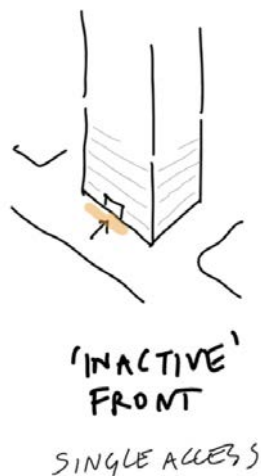


Figure 35: Inactive frontages

5.3 Active Frontages

An active frontage is a street frontage where there is an active engagement between the street life and the uses on the ground floor of buildings. Making building edges active adds interest, life and vitality to the public realm. This may mean:

- Frequent doors and windows with few blank walls;
- Narrow frontage buildings giving vertical rhythm to the street scene;
- Articulation of facades with projections such as bays and porches;
- Lively internal uses visible from the outside, or spilling onto the street; and
- Active commercial, institutional and residential uses.

5.3.1 All buildings with frontages identified in red and blue on Schedule E shall be required to have active frontages. Streets identified in red shall be required to include a minimum of 50% commercial uses at grade. Commercial uses are encouraged but not required along streets identified in blue.

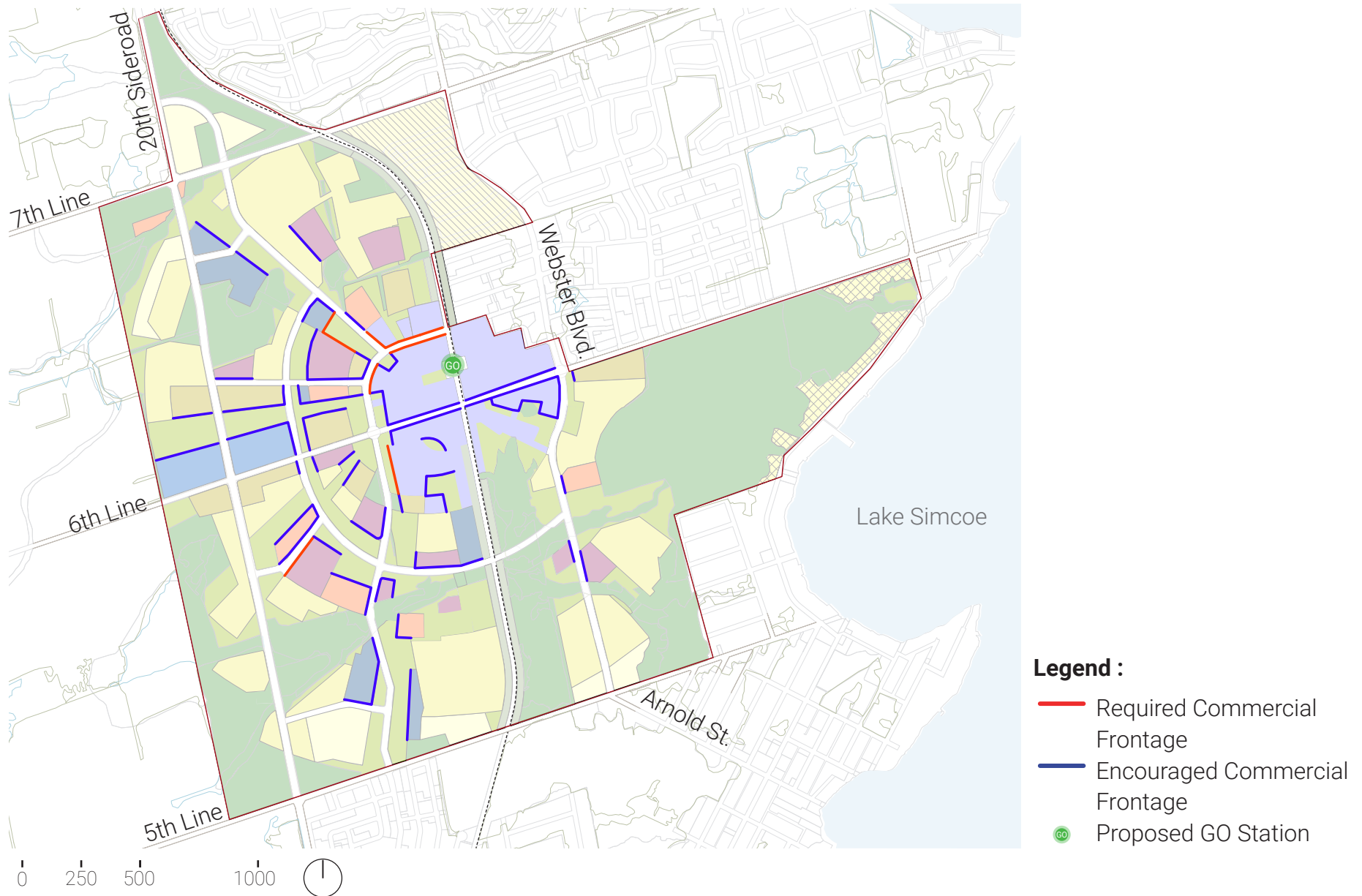
5.3.2 All buildings fronting major collectors, minor collectors and parks and open spaces are encouraged to include active frontages, where feasible and appropriate, based on the existing and planned context.

5.3.3 Active frontages should include a minimum of 50 percent of transparent glazing from the adjacent sidewalk.

5.3.4 Large retail tenancies are encouraged to be screened by smaller tenancies to minimize the number of blank walls facing sidewalks on primary and secondary streets.

5.3.5 Entrances to publicly accessible buildings are encouraged to be visually prominent and designed for barrier-free access.

SCHEDULE E: COMMERCIAL FRONTAGES



5.4 Access

Access refers to the point at which vehicles cross from the public ROW to private property. While critical for the functioning of buildings for reasons such as waste disposal, deliveries, parking etc., access points that are too close to each other or in inappropriate locations can have adverse impacts on traffic flow and safety of active transportation routes.

5.4.1 Direct access to abutting properties on arterial roads shall not be permitted.

5.4.2 Driveways along collector roads shall be minimized to promote continuous, uninterrupted on or off-road trails for pedestrians and cyclists. Vehicle access to properties shall generally be from local roads and/or laneways.

5.4.3 Vehicle access points should be consolidated where possible to maximize building frontages and/or front yards and minimize the number of curb cuts that disturb pedestrian routes.

5.4.4 Parking and passenger pick-up/drop-off are encouraged to consider universal accessibility to facilitate the transition from automobile to active transportation.

6.0 Land Uses and Built Form

Land uses and built form are distributed to create a series of complete communities throughout Orbit including a central focus around the proposed GO station with the tallest building heights concentrated in this location through the existing land use and built form permissions within the TOC 1 and TOC 2 lands.

Human-scale development with active frontages are prioritized at street level.

6.1 Land Uses

Relationship with the Innisfil Official Plan Land Use Categories and Permissions

6.1.1 The land use designations for the Secondary Plan are intended to complement the broader land use designations provided in the Innisfil Official Plan. In most cases, the land use policies and permissions described in the Secondary Plan are more detailed than those provided within the Innisfil Official Plan. Where there are inconsistencies between a particular policy in the Official Plan and the Secondary Plan, the policies of the Secondary Plan shall prevail. As previously referenced, the land use and built form permissions within the TOC 1 and TOC 2 lands have been established through the MZO. Land use and built form permissions granted through the MZO prevail over policies of this Plan.

General Policies

6.1.2 The following uses are permitted in all land use designations in this Secondary Plan:

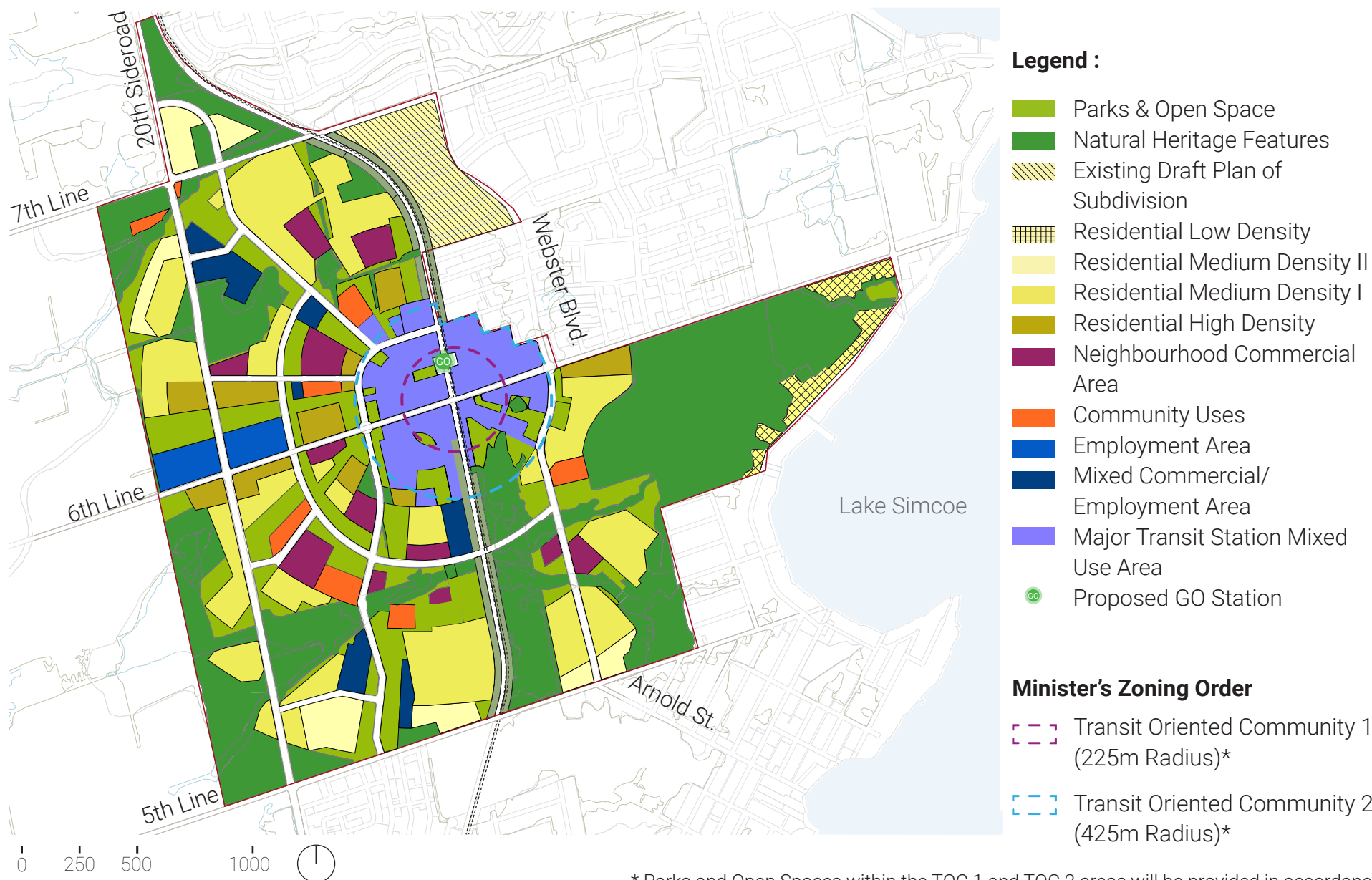
- a. A use which is accessory to a permitted use;
- b. Legally existing uses, buildings and structures;
- c. Replacement and expansions to existing legal uses, buildings and structures in conformity with the policies of the Official Plan and this Secondary Plan;
- d. Public utilities, including water, wastewater and stormwater infrastructure (except within the Natural Heritage System);

- e. Town parks, public spaces and recreational facilities; and
- f. Community services and facilities as outlined in this Secondary Plan and where appropriate buffers can be accommodated to sensitive uses.

6.1.3 Lands within the Secondary Plan Area are designated one of the following land use categories, as depicted on Schedule F:

- a. Major Transit Station Mixed Use Area;
- b. Neighbourhood Commercial Area;
- c. Residential High Density;
- d. Residential Medium Density I;
- e. Residential Medium Density II;
- f. Residential Low Density;
- g. Community Spaces;
- h. Employment Area;
- i. Mixed Commercial/Employment Area;
- j. Parks and Open Space; and
- k. Natural Heritage System.

SCHEDULE F: LAND USES



* Parks and Open Spaces within the TOC 1 and TOC 2 areas will be provided in accordance with the existing permissions of the Minister's Zoning Order.

6.2 Major Transit Station Mixed Use Area

Planned Function

The purpose of the Major Transit Station Mixed Use Area is to develop a vibrant town centre including amenities and activities around the proposed GO Station. It is intended to provide a variety of retail, service, office, institutional, community and residential uses in a mixed-use pedestrian friendly setting. The Major Transit Station Mixed Use Area land use designation applies to the lands in close proximity to the proposed GO Station, generally consistent with the TOC 1 and TOC 2 areas. These lands are largely subject to the MZO; permissions granted by the MZO prevail over policies of this Plan.

Permitted Uses

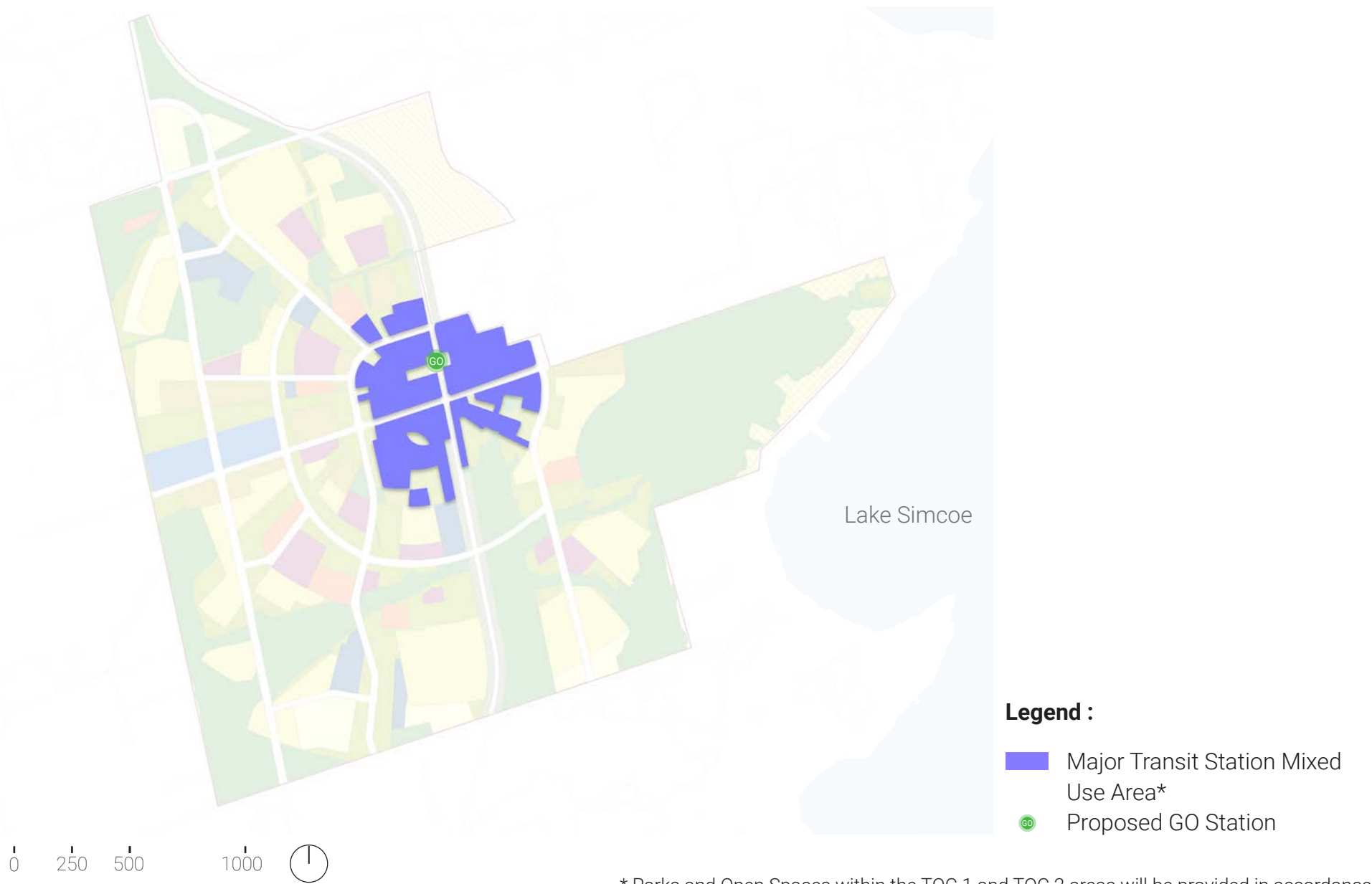
6.2.1 All uses identified in Section 11.6.2 of the Official Plan are permitted. These include:

- Mixed residential/commercial buildings and live/work uses;
- A full range of retail uses;
- Offices and research and development facilities, including medical offices and clinics;
- Personal services;
- Entertainment and eating establishments with the exception of drive-through facilities;
- Nursing homes, retirement homes and long-term care facilities;
- Hotels, motels and other forms of tourist accommodation;
- Urban squares; and
- Public service facilities

Notwithstanding section 11.6.2 of the Official Plan, a mix of uses above grade is permitted where there is no nuisance or hazard to residential uses.

In addition to the uses permitted under Section 11.6.2 of the Official Plan, conference and event venues are a permitted use.

SCHEDULE F-1: MAJOR TRANSIT STATION MIXED USE AREA



* Parks and Open Spaces within the TOC 1 and TOC 2 areas will be provided in accordance with the existing permissions of the Minister's Zoning Order.

6.3 Neighbourhood Commercial Area

Planned Function

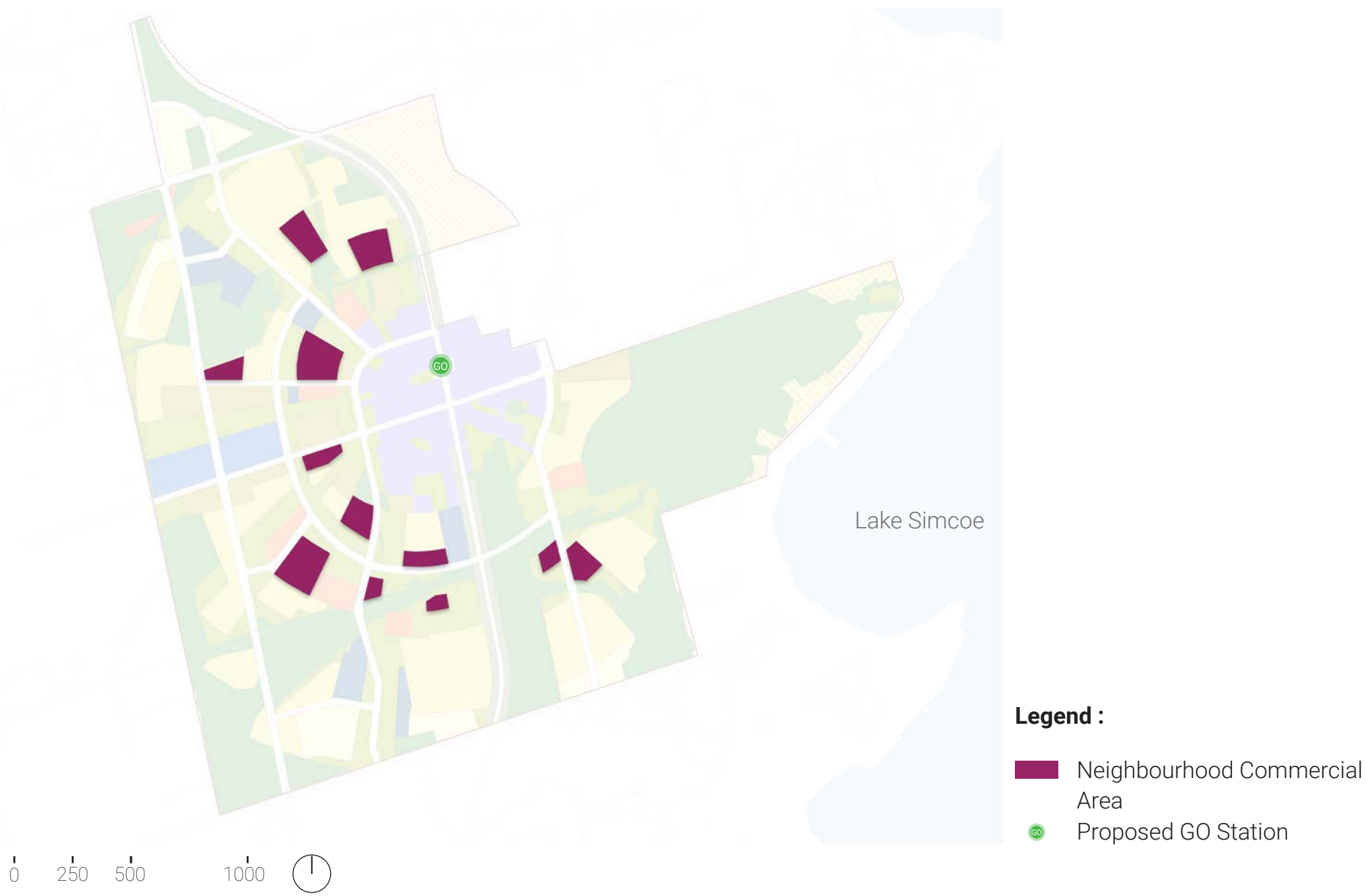
The Neighbourhood Commercial Areas are intended to serve frequent shopping needs for residents as well as weekly needs for groceries, personal care products and other services. Neighbourhood Commercial Areas will be located at the centre of precincts providing community amenities and employment opportunities within neighbourhoods. The precise location of Neighbourhood Commercial uses shall be determined at the time of development applications. The objective is to provide for active and vibrant commercial uses that service the neighbourhood, with the location of commercial space being flexible to adapt to market conditions and tenant needs.

Permitted Uses

6.3.1 All uses identified in Section 11.3.2 of the Official Plan are permitted, with the exception of auto services. Permitted uses include:

- Retail uses designed to cater to the day-to-day shopping needs and service requirements of the local population;
- Personal services;
- Grocery stores and pharmacies;
- Medical offices;
- Eating establishments;
- Live/work and residential uses on the upper storeys of commercial uses; and
- Community and institutional uses.

SCHEDULE F-2: NEIGHBOURHOOD COMMERCIAL AREA



6.4 Residential High Density

Planned Function

The Residential High Density designation is intended to provide for high density residential development primarily in proximity to minor collector roads. The primarily residential uses will be supported by limited commercial uses in mixed use buildings and community uses either as standalone buildings or within mixed use buildings.

Permitted Uses

6.4.1 All uses identified in Section 10.4.2 of the Official Plan are permitted. These include:

- Street townhouses, block townhouses, stacked townhouses and back to back townhouses;
- Apartments;
- Community hubs including schools, places of worship and other community uses;
- Convenience commercial uses located on the ground floor of an apartment building;
- Day nurseries located within an apartment building, elementary school or places of worship;
- Group homes;
- Accessory dwelling units; and
- Utilities, emergency services and municipal uses.

In addition to the uses permitted under Section 10.4.2 of the Official Plan, micro-scale retail and service uses shall be permitted throughout buildings where there is no nuisance or hazard to residential uses.

SCHEDULE F-3: RESIDENTIAL HIGH DENSITY



6.5 Residential Medium Density I

Planned Function

The Residential Medium Density I designation includes a range of housing from townhouses to low- to mid-rise apartment buildings, community hubs and convenience commercial uses including live/work units.

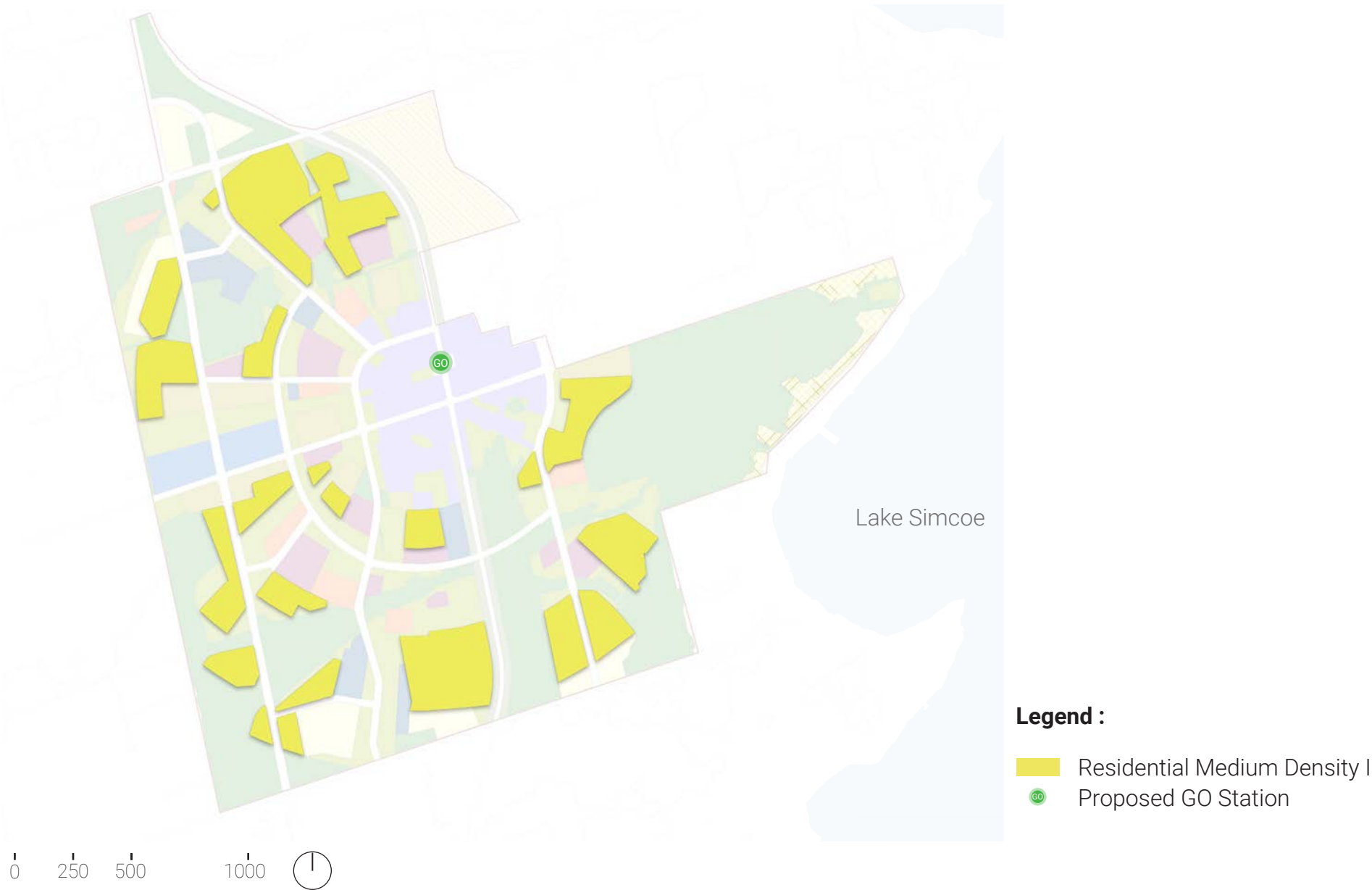
Permitted Uses

6.5.1 All uses identified in Section 10.3.2 of the Official Plan are permitted, with the exception of single-detached dwellings, semi-detached dwellings, duplex, triplex and other grade-related housing. Permitted uses include:

- Townhouses, back-to-back townhouses and stacked townhouses;
- Low rise and mid rise apartments;
- Community hubs including schools, places of worship, and other community uses;
- Convenience commercial uses including live/work units;
- Home occupations;
- Day nursery;
- Group homes;
- Accessory second dwelling units; and
- Utilities, emergency services and municipal uses.

In addition to the uses permitted in Section 10.3.2 of the Official Plan, mid-rise apartments shall be a permitted use.

SCHEDULE F-4: RESIDENTIAL MEDIUM DENSITY I



6.6 Residential Medium Density II

Planned Function

The Residential Medium Density II designation includes a range of housing from townhouses to low-rise apartments.

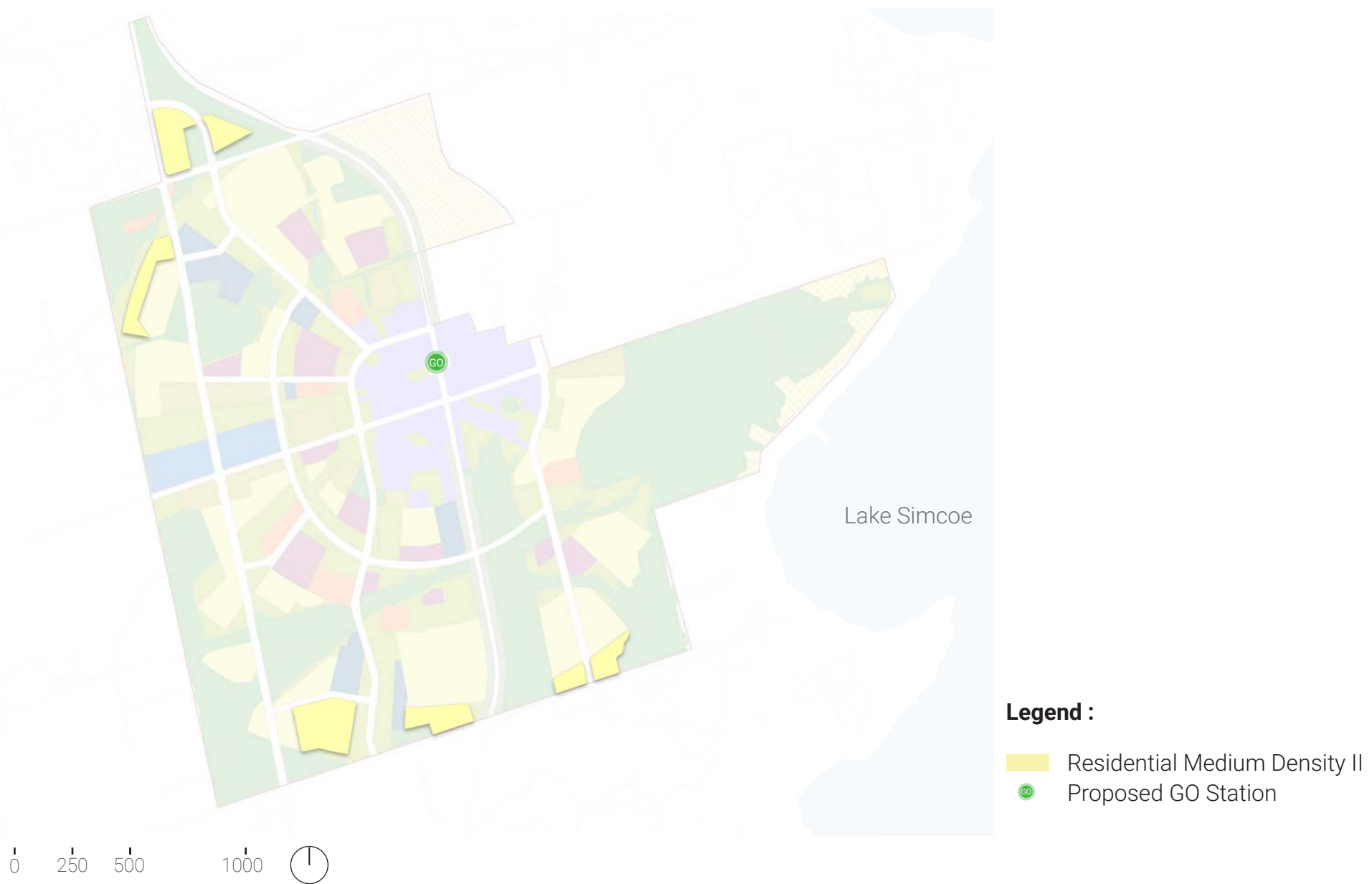
Permitted Uses

6.6.1 All uses identified in Section 10.3.2 of the Official Plan are permitted, with the exception of single detached dwellings. Permitted uses include:

- Townhouses, back-to-back townhouses and stacked townhouses;
- Low rise apartments;
- Community hubs including schools, places of worship, and other community uses;
- Convenience commercial uses including live/work units;
- Home occupations;
- Day nursery;
- Group homes;
- Accessory second dwelling units;
- Utilities, emergency services and municipal uses;
- Duplex, triplex and other grade related multiple unit housing; and
- Semi-detached dwellings

6.6.2 Low density housing forms, including semi-detached dwellings, triplex, duplex and other grade related housing, shall only be permitted where it can be demonstrated that a minimum density target of 40 dwelling units per hectare will be met for the precinct.

SCHEDULE F-5: RESIDENTIAL MEDIUM DENSITY II



6.7 Residential Low Density

Planned Function

The intention of the Residential Low Density designation is to recognize existing low density areas in the south-east of the Secondary Plan Area, specifically properties fronting onto Maple Road and St. Johns Road, and 6th Line just west of St. Johns Road. The Demonstration Plan contained in Section 4 currently identifies an existing Draft Plan of Subdivision along the west side of Webster Boulevard north of 6th Line. Additional Residential Low Density areas could be established depending upon the planned context and provided sufficient justification is provided to support the intent and objectives of this Plan.

Permitted Uses




6.7.1 All uses permitted in Section 10.3.2 of the Official Plan are permitted. These include:

- Single detached dwellings;
- Accessory second dwelling units;
- Places of worship;
- Elementary schools;
- Parks and recreation facilities;
- Convenience commercial uses including live/work units;
- Home occupations;
- Day nursery;
- Group homes; and
- Utilities, emergency services and municipal service.

In addition to the uses permitted under Section 10.3.2 of the Official Plan, public service facilities shall be permitted.

SCHEDULE F-6: RESIDENTIAL LOW DENSITY



- Legend :**
-  Existing Draft Plan of Subdivision
 -  Residential Low Density
 -  Proposed GO Station

6.8 Community Spaces

Planned Function

The Community Spaces designation accommodates a range of public service facilities and community spaces. The precise location of Community Spaces shall be determined at the time of development applications.

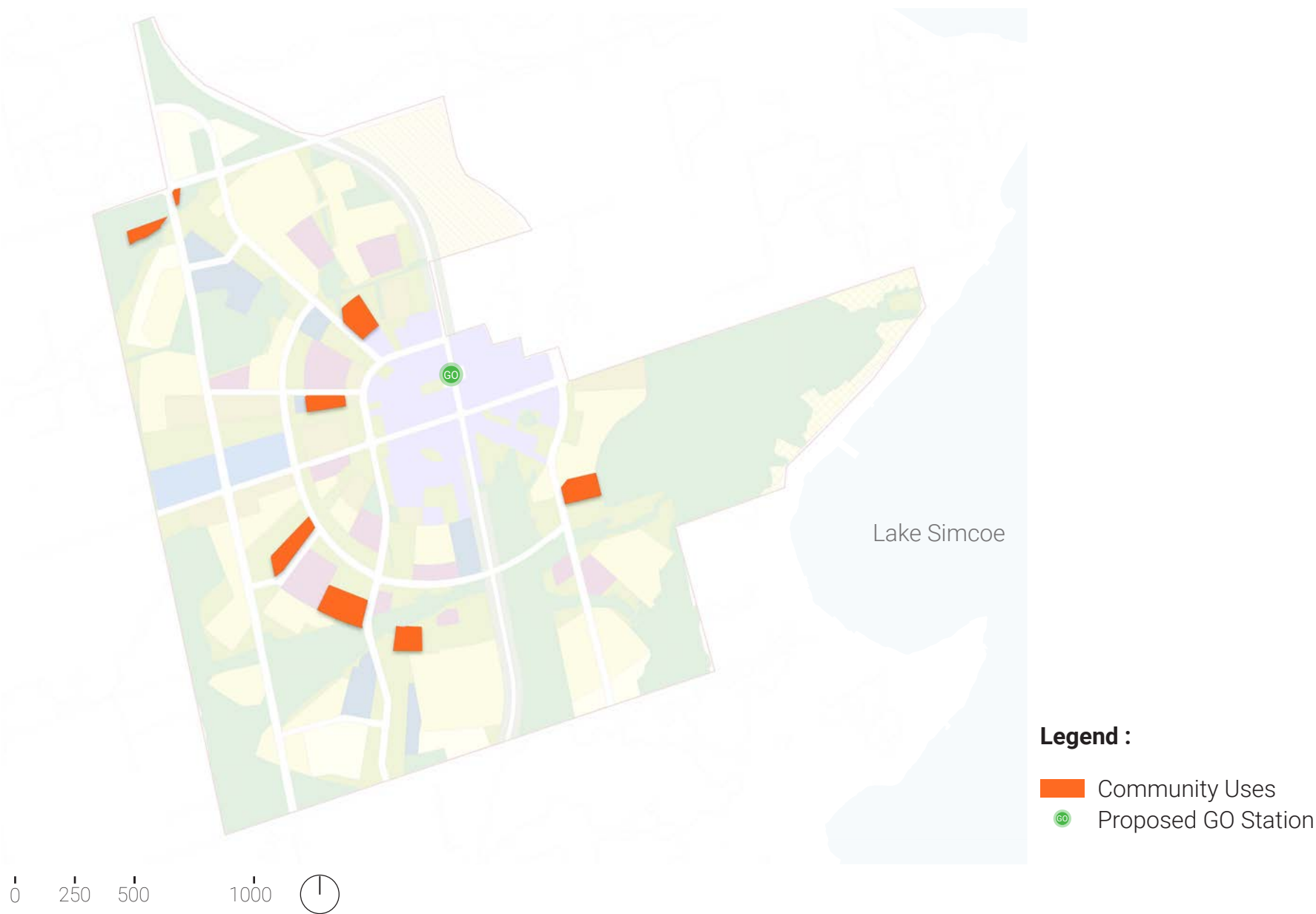
Permitted Uses

6.8.1 All uses identified in Section 8.2 of the Official Plan with the exception of municipal works yards. Permitted uses include:

- Schools;
- Places of worship;
- Government offices;
- Utilities;
- Emergency services including police stations, fire halls, ambulance stations;
- Nursing homes, retirement homes and long term care facilities;
- Libraries;
- Day nurseries;
- Museums;
- Cultural facilities;
- Recreational facilities;
- Ancillary retail, food trucks/kiosks and coffee shops;
- Community hubs;
- Service organization, including a legion; and
- Community centres.

6.8.2 The public service facilities permitted in the Community Space designation are also permitted in Major Transit Station Mixed Use Areas, Downtown and Neighbourhood Commercial Areas, and Residential Areas.

SCHEDULE F-7: COMMUNITY SPACES



6.9 Employment Area

Planned Function

The Employment Area designation is intended to provide for a full range of industrial operations, industrial service uses, knowledge based employment and business opportunities, together with a limited range of retail, service commercial, entertainment, recreation, institutional and office uses primarily intended to serve and support the businesses and employees within the immediate area.

Permitted Uses

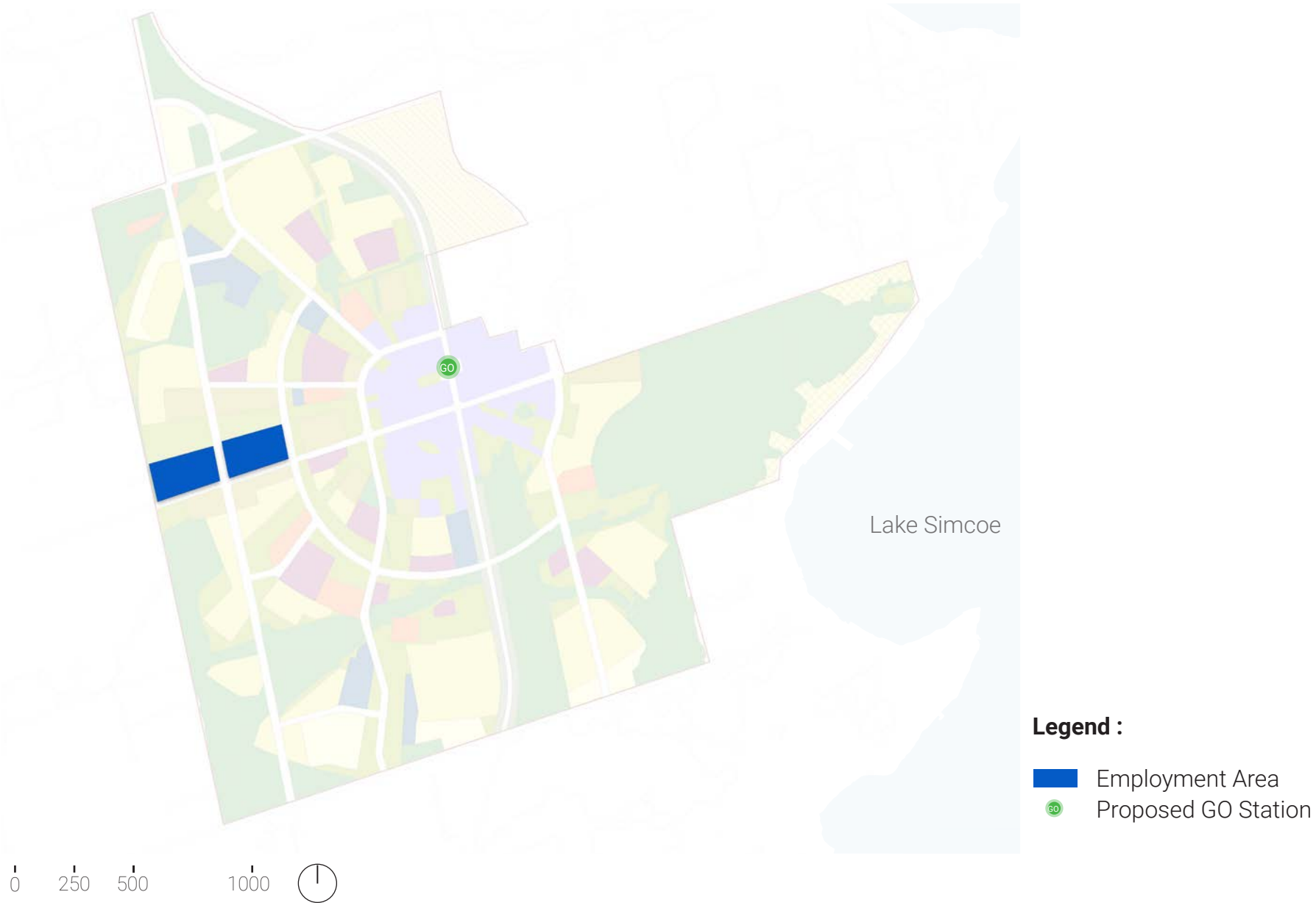
6.9.1 All uses identified in Section 12.2.2 of the Official Plan are permitted with the exception of truck/transport depots, outdoor storage uses and ancillary outdoor storage uses. Permitted uses include:

- Contractor establishments;
- Industrial operations in enclosed buildings including manufacturing, processing, assembling, repairing, warehousing and distribution;
- Machinery and equipment sales, rental and repair establishments;
- Office uses, ancillary;
- Research and development facilities;
- Retail stores, ancillary;
- Food trucks, ancillary;
- Self-storage businesses;
- Warehouses; and
- Waste processing and/or transfer facilities.

In addition to the uses permitted under Section 12.2.2 of the Official Plan, automobile repair shops and micro-industrial uses, such as maker spaces, shall be permitted.

6.9.2 Additional land uses, including residential, may be considered without amendment to this Plan, subject to being compatible with any proposed employment uses and having due consideration to the market conditions at the time of application.

SCHEDULE F-8: EMPLOYMENT AREA



6.10 Mixed Commercial/Employment Area

Planned Function

The Mixed Commercial/Employment Area is intended to permit a range of commercial and recreation related uses, along with prestige type industrial uses with operations entirely within fully enclosed buildings. This area is intended to service employment uses and the community at large.

Permitted Uses

6.10.1 All uses identified in Section 12.3.2 of the Official Plan are permitted, with the exception of outdoor storage, prefabricated home sales, and recreational vehicle, boat and trailer sales and service. Permitted uses include:

- Industrial operations in enclosed buildings including light manufacturing, processing, assembling, repairing, warehousing and distribution;
- Machinery and equipment sales, rental and repair establishments;
- Office uses, ancillary;
- Research and development facilities;
- Retail stores, ancillary;
- Food trucks, ancillary;
- Self-storage businesses; and
- Warehouses.

6.10.2 Additional land uses, including residential, may be considered without amendment to this Plan, subject to being compatible with any proposed commercial and employment uses and having due consideration to the market conditions at the time of application.

In addition to the uses permitted in Section 12.3.2 of the Official Plan, office and recreational facilities shall be permitted.

SCHEDULE F-9: MIXED COMMERCIAL/EMPLOYMENT AREA



6.11 Parks and Open Space

Planned Function

High-quality expansive park and open space networks are vital to creating attractive and healthy neighbourhoods. In addition to providing recreational opportunities, parks and open space will be framed by active frontages and integrated with abutting uses. They will also function as active travel routes, and will feature linkages to connect transit hubs to other parts of the neighbourhood. The precise location of Parks and Open Space uses shall be determined at the time of development applications. Parks and Open Spaces within the TOC 1 and TOC 2 areas will be provided in accordance with the existing permissions of the MZO, with the precise locations to be appropriately considered at the site plan and subdivision stage as appropriate and responding to necessary stormwater and servicing infrastructure.

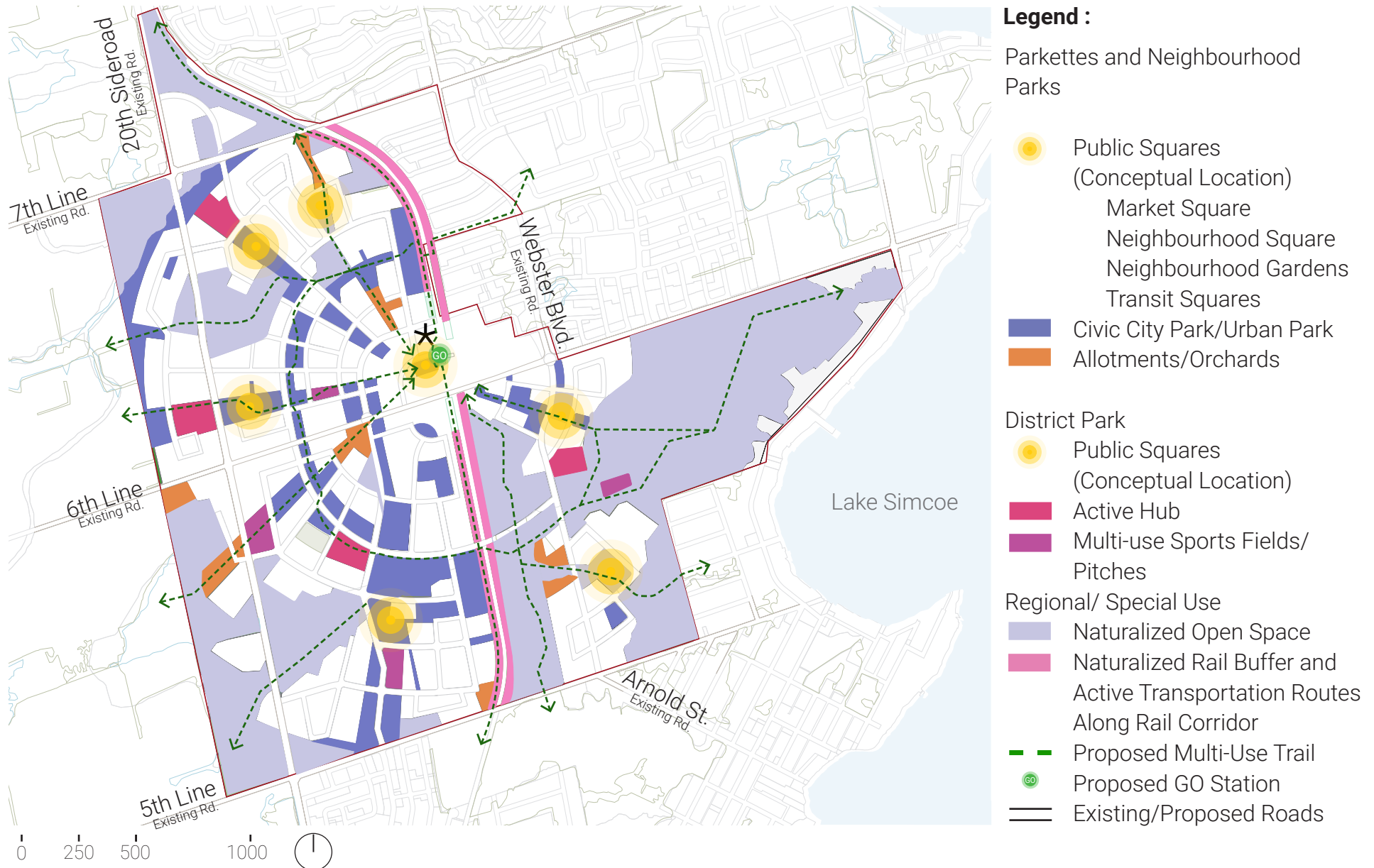
Permitted Uses

6.11.1 The Parks and Open Space designation permits the following uses:

- a. Stormwater management facilities;
- b. Municipal infrastructure;
- c. Parks;
- d. Passive and active recreation uses;
- e. Recreational buildings and facilities;
- f. Trails;
- g. Conservation Uses;
- h. Community gardens;
- i. Outdoor stages, theatres and performance art venues; and
- j. Uses accessory to the recreation use including commercial uses, food trucks and kiosks and temporary pop-up commercial stalls and other complementary uses.

6.11.2 Notwithstanding policy 7.1 of the Official Plan, golf courses, campgrounds and cemeteries shall not be permitted uses within the Parks and Open Spaces designation.

SCHEDULE G: OPEN SPACE NETWORK



Design

6.11.3 The Public Open Space Network, as identified on Schedule G, will consist of key natural heritage features and parks and open spaces. The maximum parkland dedication permissible under the Planning Act should be achieved. The total area of existing and proposed green space shall account for approximately 48% of the Secondary Plan area (580 ha).

6.11.4 Parks and open spaces shall consist of the typologies listed below:

a. Parkettes

Parkettes are intended to serve the needs of immediate residents in urban areas, particularly where the provision of a Neighbourhood Park is not possible due to land constraints. Parkettes include:

- Passive, non programmed spaces including playgrounds and seating areas;
- Community gardens; and
- POPS within developments on private lands in addition to parks and open spaces indicated on Schedule G.

Location

- Service Area: Immediate surrounding residential area (approximately 400 to 600 metres)
- Size: 0.2 to 0.5 hectares

Provision Target

- Combined with Neighbourhood Park Target

b. Neighbourhood Parks

Neighbourhood Parks are intended to serve as a recreational and social focus of neighbourhoods. They may provide a combination of active and passive opportunities. Neighbourhood Parks include:

- Civic City Park/Urban Park including active and passive opportunities and may include a sports field or

- smaller facilities such as playgrounds; and
- Smaller scale public squares.

Location

- Service Area: 1,500 metres along local and collector roads; possibly located in conjunction with elementary schools
- Size: 2 to 4 hectares

Provision Target

- 1.0 hectares per 1,000 population

c. *Community/District Parks*

Community/District Parks are intended to serve the broader community recreational needs including a combination of active and limited passive opportunities. Community / District Parks include:

- Active Hubs, usually in the form of large open plazas and catering to activities such as sports events, concerts or large-scale events.
- Larger scale public squares, which may accommodate food markets, seasonal markets and restaurants;
- Multi-use sports fields/pitches are open spaces dedicated to different sports such as basketball, football and running; and
- The Transit Square is located adjacent to the proposed GO station on the west side of the railway. It will be a landmark, a vibrant hub of activity and a meeting point for members of the community.

Location

- Service Area: 1 to 3 kilometres along an arterial or collector road; possibly located in conjunction with secondary schools.
- Size: 0.2 to 0.5 hectares

Provision Target

- 1.0 hectares per 1,000 population

d. Regional/Special Use Parks

Regional/Special use Parks are intended to serve all residents and may also attract people from outside the municipality. Regional/Special Use parks will include:

- Wildlife Park/Nature Reserve, primarily focusing on preserving natural landscapes and may provide passive recreational opportunities such as walking or cycling trails.

Location

- Service Area: Town-wide
- Size: Varies

Provision Target

- 1.5 hectares per 1,000 population

e. Linear Parks

Linear Parks are intended to form part of and complement the active transportation network. Linear parks may also serve as buffers along the rail corridor. Linear Parks will include:

- Community gardens primarily used for small-scale community events and urban farming;
- Multi-use sports fields/pitches and playgrounds; and
- Active transportation corridors.

Location

- Service Area: Town-wide
- Size: Varies

Provision Target

- Not applicable

6.11.5 The public open space network shall be primarily in a linear form, both radiating out from the centre of Orbit and in concentric rings around the centre. These linear open spaces should provide radial or arterial connections throughout Orbit with linkages to the proposed GO station, residential neighbourhoods, commercial hubs, key squares and community facilities.

6.11.6 The public open space network shall function as active travel routes by including pedestrian and cycling trails and paths, with due consideration to the locations indicated conceptually on Schedule L.

6.11.7 All parks should maximize frontage on public streets. Parks are to be visible and accessible from adjacent public streets.

6.11.8 Parks and open spaces should be framed by active uses and integrated with abutting uses where feasible.

6.11.9 Parks shall be a usable shape, topography and size that reflect its intended use.

6.11.10 Parks and open spaces shall accommodate a range of uses and amenities.

6.12 Natural Heritage System

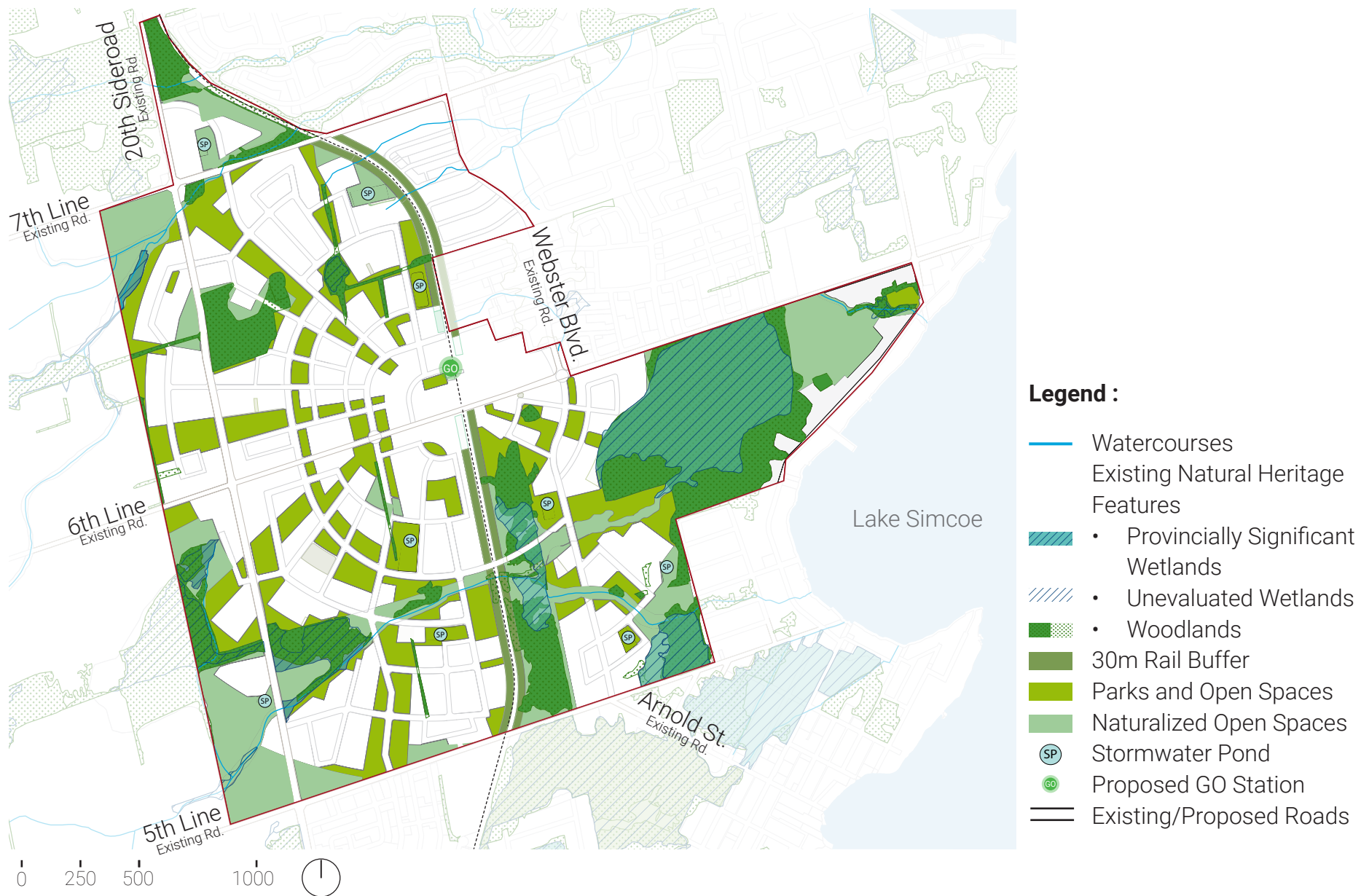
The Natural Heritage land use designation applies to the areas intended for environmental protection as identified on Schedule H.

6.12.1 Policies under Section 17.1 of the Official Plan will continue to apply within the Key Natural Heritage System overlay and the Key Natural Heritage Features and Key Hydrological Features designations identified on Schedule B of the Official Plan.

6.12.2 Section 15 Environmental Sustainability of the Official Plan continues to apply.

6.12.3 Policies in Chapters 3 to 7 of the Lake Simcoe Protection Plan and policies and guidelines of LSRCA shall apply to all new development and be considered for all new development as applicable at the time of application.

SCHEDULE H: NATURAL HERITAGE SYSTEM



6.12.4 The Natural Heritage System provides valuable wildlife habitat. Where there are interruptions to the connection of Key Natural Heritage Features, steps should be taken to facilitate the safe movement of wildlife.

6.12.5 Areas identified as Naturalized Open Space on Schedule H are areas where Natural Heritage Features may have been destroyed for agricultural purposes. These areas are intended to be retained as open space that can be re-naturalized to expand existing Key Natural Heritage Features, including woodlands and wetlands.

6.13 Land Use Compatibility

6.13.1 The D-Series guidelines for land use compatibility shall be adhered to where sensitive land uses are proposed in proximity to land uses with the potential for noise, vibration, odour or light pollution.

Employment Uses

6.13.2 Buildings and uses in the Employment Area and Mixed Commercial/Employment Area designation shall be oriented and designed to avoid adverse impacts on nearby sensitive land uses. Development that may impact sensitive land uses may be subject to further study (air quality, noise, etc.), at the discretion of Town staff, to ensure compatibility.

Active Rail

6.13.3 All development within 300m of Heavy Rail shall be designed in accordance with the requirements of the Metrolinx/GO Transit Adjacent Development Guidelines.

6.13.4 Within 30 metres of Heavy Rail, measured as a combination of vertical and horizontal setbacks, encouraged land uses include public and private roads, linear parks and POPS for the use of community gardens and active transportation networks, and parking structures and storage, where permitted within the policies of this Plan.

7.0 Precincts

Orbit will be made up of four precincts identified on Schedule B and Schedules I1-4. These include the Station Hub Precinct, North-West Precinct, South-West Precinct and South-East Precinct. Each precinct forms a complete, 15 minute neighbourhood and includes residential, commercial and employment opportunities, community services and facilities, recreational opportunities and parks and open spaces.

7.1 Station Hub Precinct

The Station Hub Precinct refers to the centre of Orbit, specifically lands surrounding the proposed Innisfil GO Station. It generally reflects the developable area to 2051 and is predominantly designated Major Transit Station Mixed Use Area and subject to existing permissions within the MZO.

Character

The Station Hub Precinct will be the central focus of activity within Orbit. It includes the greatest building heights, densities, range of land uses and an exceptional pedestrian experience at street level. An identifiable character should be established throughout the Station Hub Precinct based on the key features of the proposed GO Station and transit plaza, in accordance with the existing permissions set out in the MZO. Materiality should complement the proposed GO Station, transit plaza and other areas of the public realm.

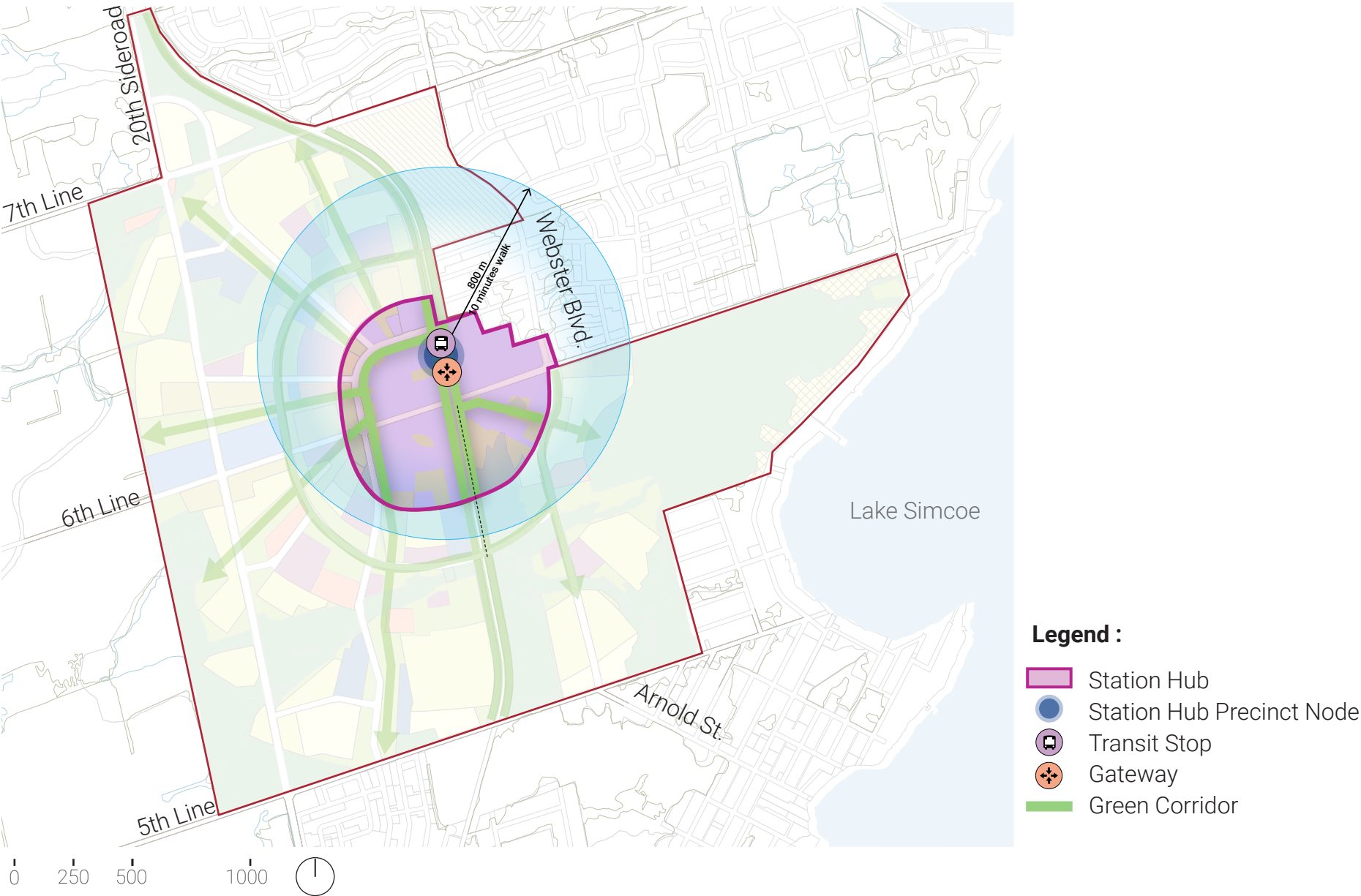
Central Station Gateway

7.1.1 The proposed GO Station and transit plaza are identified as a gateway on Schedule I1.

7.1.2 Buildings surrounding the Central Station Gateway are encouraged to frame public space through the use of façade articulation and fenestration accents, special building material treatments, and landmark architectural features.

7.1.3 Infrastructure including, but not limited to, bike sharing facilities, connections to active transportation routes and transit facilities shall be located at the Central Station Gateway.

SCHEDULE I1: STATION HUB PRECINCT



7.1.4 Wayfinding and signage shall be visually prominent, providing directions to community uses, the active transportation network, key corridors and other precincts.

6th Line Gateways

7.1.5 6th Line shall be a major entry point to the Station Hub Precinct on both the west and east sides; the location of both gateways are generally identified on Schedule I1.

7.1.6 6th Line Gateways are intended to establish arrival at the Station Hub Precinct through the use of built form and a strong public realm. These locations are appropriate for landmark architectural features, special building material treatments and public realm additions such as public art.

7.1.7 Wayfinding and signage shall provide directions to the transit plaza, proposed GO Station and other landmarks within the Station Hub Precinct.

Station Hub Precinct Node

7.1.8 The centre of the Station Hub Precinct is identified as a Precinct Node on Schedule I1. The Station Hub Precinct Node is defined as a one block radius surrounding the transit plaza.

7.1.9 The Station Hub Precinct Node is identified as a key placemaking destination; development within this area shall be undertaken in accordance with the existing permissions of the MZO, with due consideration for the key placemaking destination policies under section 3.1 of the Official Plan shall apply.

7.1.10 The Station Hub Precinct Node shall function as a community hub, including the full range of community services and facilities.

7.1.11 All buildings shall include active uses at grade in accordance with the existing permissions and requirements set out in the MZO.

7.1.12 Public art is encouraged within the Station Hub Precinct Node. Public art should be designed by local artists. The process for public art could include a competition based on themes that reflect the goals of Orbit, such as sustainability.

Green Corridors

7.1.13 Conceptual Green Corridors within the Station Hub Precinct include the following as indicated on Schedule I1:

- a. 6 to 7 Corridor: Green corridor running north-west out of the Station Hub Precinct and connecting 6th Line and 7th Line;
- b. East-west Corridor: Green corridor running east-west out from the Station Hub Precinct; and
- c. Rail Corridor Linear Parks: Linear parks running along either side of the rail corridor.

7.1.14 Within the Station Hub Precinct, the 6 to 7 Corridor and East-west Corridor will include urban neighbourhood parks and parkettes. Where appropriate and feasible, buildings facing the green corridor shall include active, non-residential uses at grade; connections between the built form and public realm should be encouraged.

7.1.15 Linear parks are located on both sides of the rail corridor. The linear parks within the Station Hub Precinct shall prioritize active transportation routes and community gardens.

7.2 North-West Precinct

The North-West Precinct is the portion of Orbit north of 6th Line and the Station Hub Precinct and west of the rail corridor. It includes the lands between 6th Line and 7th Line west of 20th Sideroad, and the lands north of 7th Line between 20th Sideroad and the rail corridor.

Character

The North-West Precinct will transition downwards in intensity away from the boundary with the Station Hub Precinct. The precinct will be a predominantly mid-rise community, with limited taller buildings close to the Station Hub Precinct and along 6th Line and lower density building forms at the northern and western periphery of the precinct.

The North-West Precinct includes an employment focus with more dedicated employment lands than other precincts based on the connections to major highways and other employment lands in Innisfil.

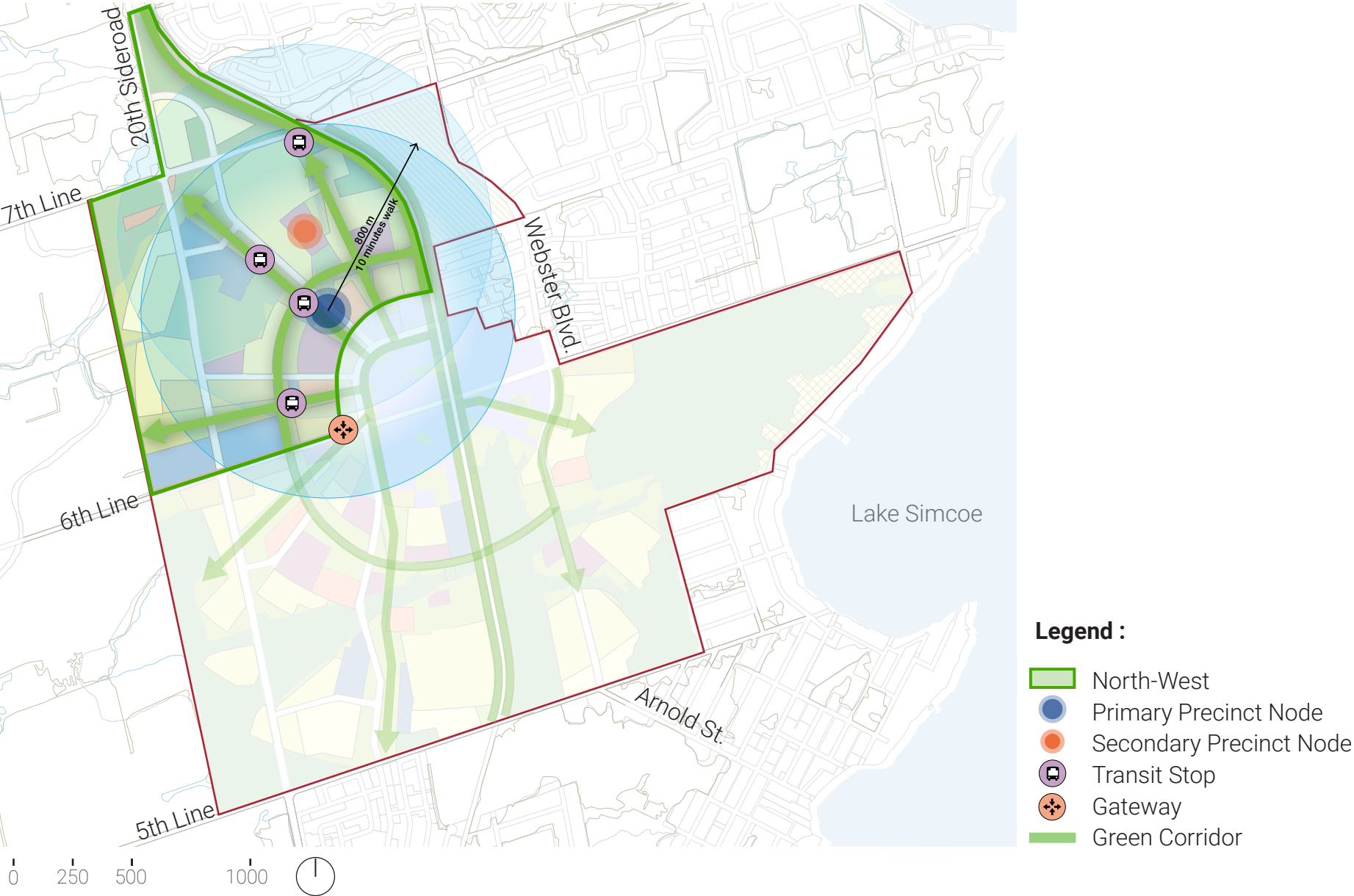
Primary Precinct Node

7.2.1 The Primary Precinct Node is conceptually identified on Schedule I2, centred on a Civic City Park, at the intersection of the Orbital Corridor and 6 to 7 Corridor. The Primary Precinct Node is defined by a one block radius surrounding the Civic City Park.

7.2.2 The Primary Precinct Node is identified as a key placemaking destination; the key placemaking destination policies under section 3.1 of the Official Plan shall apply.

7.2.3 The Primary Precinct Node shall function as a community hub, including the full range of community services and facilities.

SCHEDULE I2: NORTH-WEST PRECINCT



7.2.4 The employment focus within the precinct should be reinforced aesthetically through the use of building typologies and materials such as warehouse style buildings and the use of red brick and steel in architectural elements.

7.2.5 Mixed Commercial/Employment area within the Primary Precinct Node is encouraged to include landmark architectural elements, establishing the character of the precinct.

7.2.6 Active transportation routes and transit stops should be highly visible and integrated into the public realm.

7.2.7 The lands designated community use should include some combination of a school, child care centre, library, community centre or recreation centre.

7.2.8 A grocery store is an encouraged use within the lands designated Neighbourhood Commercial.

7.2.9 Public art is encouraged within the Primary Precinct Node.

Secondary Precinct Node

7.2.10 The Secondary Precinct Node is conceptually identified on Schedule I2, centred around the lands designated Neighbourhood Commercial towards the north of the precinct. The Secondary Precinct Node is defined as a one block radius surrounding the central block.

7.2.11 The Secondary Precinct node shall function as a community hub and should include a combination of community services and facilities.

7.2.12 In tandem with community services and facilities, the Secondary Precinct Node should provide retail and service uses that will cater to the daily and weekly needs of residents located in the north of the precinct.

7.2.13 Nearby active transportation routes and transit stops should be well connected to the centre of the node through wayfinding and signage and public realm elements.

Green Corridors

7.2.14 Green Corridors within the North-West Precinct include the following, as conceptually indicated on Schedule I2:

- a. 6 to 7 Corridor: Green corridor running north-west out of the Station Hub Precinct and connecting 6th Line and 7th Line. Within the North-West Precinct, the 6 to 7 Corridor will include neighbourhood, district/community and regional/special use parks;
- b. East-West Corridor: Green corridor running east-west out from the Station Hub Precinct. Within the North-West Precinct, the East-west Corridor will include neighbourhood parks and parkettes and district/community parks;
- c. Orbital Corridor: Green corridor running in a circular pattern mid-way between the centre and periphery of Orbit. Within the North-West Precinct, the Orbital Corridor will include Civic City Parks and Urban Parks; and
- d. Rail Corridor Linear Parks: Linear parks running along either side of the rail corridor. Linear parks will primarily be used for active transportation and community gardens.

7.2.15 Buildings facing the 6 to 7, East-West and Orbital corridors are encouraged to include active, non-residential uses at grade; connections between the built form and public realm should be encouraged.

7.2.16 All green corridors shall accommodate the active transportation network conceptually identified in Schedule L.

7.3 South-West Precinct

The South-West Precinct is the portion of Orbit south of 6th Line and the Station Hub Precinct and west of the rail corridor. It includes the lands between 5th Line and 6th Line west of 20th Sideroad.

Character

The South-West Precinct will transition downwards in intensity away from the boundary with the Station Hub Precinct. The precinct will be a predominantly mid-rise community, with limited taller buildings close to the Station Hub Precinct and 6th Line and lower density building forms at the southern and western periphery of the precinct where it abuts natural heritage features and the existing community south of 5th Line.

The South-West Precinct is intended to have an institutional focus. A higher education campus, health care facility or research and development facility are encouraged uses within the precinct. To establish a character for the precinct, a modern aesthetic is encouraged.

Primary Precinct Node

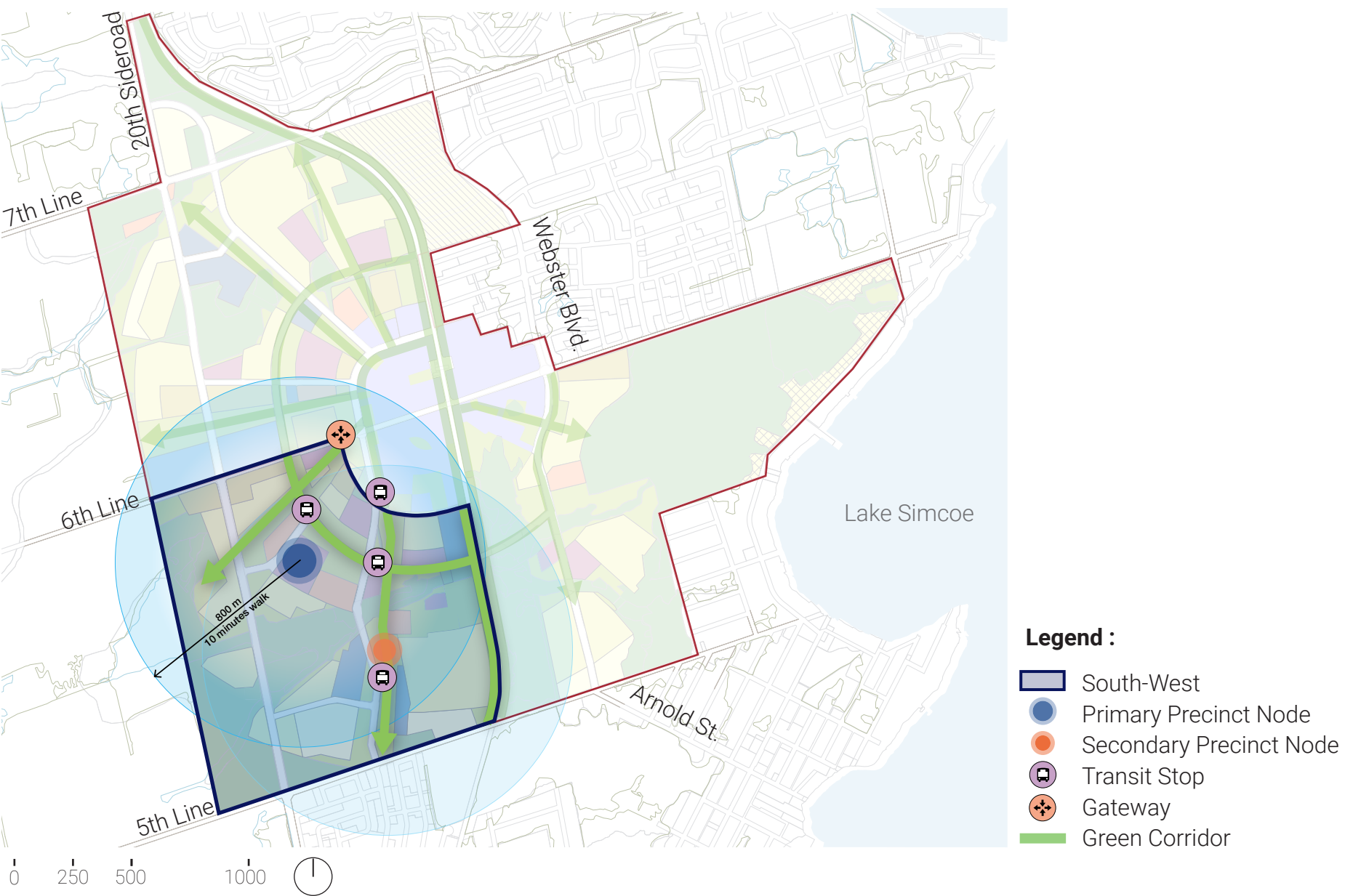
7.3.1 The Primary Precinct Node is conceptually identified on Schedule I3, centred on lands designated Neighbourhood Commercial and flanked by lands designated Community Use. The Primary Precinct Node is defined as a one block radius surrounding the central block.

7.3.2 The Primary Precinct Node is identified as a key placemaking destination; key placemaking destination policies under section 3.1 of the Official Plan shall apply.

7.3.3 The Primary Precinct Node shall function as a community hub, including the full range of community services and facilities.

7.3.4 The institutional focus within the precinct should be reinforced aesthetically within the Primary Precinct Node through the use of modern and green building typologies and materials.

SCHEDULE I3: SOUTH-WEST PRECINCT



7.3.5 Active transportation routes on the Orbital Corridor, 8 O’Clock Corridor and 7 O’Clock Corridor and transit stops should be highly visible and integrated into the public realm.

7.3.6 The lands designated community use should include a school, child care centre, library, community centre or recreation centre.

7.3.7 A grocery store is an encouraged use within the lands designated Neighbourhood Commercial.

7.3.8 Public art is encouraged within the Primary Precinct Node.

Secondary Precinct Node

7.3.9 The Secondary Precinct Node is conceptually identified on Schedule I3, centred around the public square located in the southern portion of the precinct along the 7 O’Clock Corridor. The Secondary Precinct Node is defined as a one block radius surrounding the public square.

7.3.10 The Secondary Precinct Node shall function as a community hub and may include a combination of community services and facilities.

7.3.11 The Mixed Commercial/Employment lands within the Secondary Precinct Node are encouraged to be used for an institutional use.

7.3.12 Nearby active transportation routes and transit stops should be highly visible and integrated into the public realm.

Green Corridors

7.3.13 Green Corridors within the North-West Precinct include the following, as indicated on Schedule I3:

- a. 8 O’Clock Corridor: Green corridor beginning in the Station Hub Precinct running in a south-west direction towards 20th Sideroad. Within the South-West Precinct, the 8 O’Clock Corridor will include neighbourhood, district/community and regional/special use parks;

- b. 7 O’Clock Corridor: Green corridor beginning in the Station Hub Precinct running in a south-west direction towards 5th Line. Within the South-West Precinct, the 7 O’Clock Corridor will include neighbourhood parks and parkettes and district/community parks;
- c. Orbital Corridor: Green corridor running in a circular pattern mid-way between the centre and periphery of Orbit. Within the South-West Precinct, the Orbital Corridor will include Civic City Parks and Urban Parks; and
- d. Rail Corridor Linear Parks: Linear parks running along west side of the rail corridor. Linear parks will primarily be used for active transportation and community gardens.

7.3.14 Buildings facing the Green Corridors and Orbital Corridor are encouraged to include active, non-residential uses at grade; connections between the built form and public realm should be encouraged.

7.3.15 All Corridors shall accommodate the active transportation network identified in Schedule L.

7.4 South-East Precinct

The South-East Precinct is the portion of Orbit south of 6th Line and the Station Hub Precinct and east of the rail corridor. It includes the significant natural heritage features and established low-rise residential areas at the eastern periphery.

Character

The layout of the South-East Precinct is largely determined by the presence of significant natural heritage features. The precinct consists of two sections, north and south of a watercourse. Built form intensity will transition downwards away from the Station Hub Precinct and 6th Line towards the natural heritage features. The south section of the precinct will be predominantly mid-rise, transitioning towards lower intensity built form abutting the existing community of Belle Ewart.

Natural heritage features are a defining characteristic of the South-East Precinct, including watercourses, woodlands and provincially significant wetlands. The South-East Precinct should reflect its natural surroundings in the public realm and built form through the use of natural materials and architecture based on sustainable design.

Secondary Precinct Node

7.4.1 The Secondary Precinct Node is conceptually identified on Schedule I4, centred around the lands designated Neighbourhood Commercial in the southern half of the precinct. The Secondary Precinct Node is defined as a one block radius surrounding the public square.

7.4.2 The Secondary Precinct Node shall function as a community hub and should include a combination of community services and facilities.

7.4.3 In tandem with community services and facilities, the Secondary Precinct Node should provide retail and service uses that will cater to the daily and weekly needs of residents located in the south of the precinct.

SCHEDULE I4: SOUTH-EAST PRECINCT



- Legend :**
- South-East
 - Secondary Precinct Node
 - Transit Stop
 - Gateway
 - Green Corridor

7.4.4 Nearby active transportation routes and transit stops should be easily navigated through the use of wayfinding and signage.

Green Corridors

7.4.5 Green Corridors within the South-East Precinct include the following, as indicated on Schedule I4:

- a. South-East Corridor: Green corridor beginning at 6th Line running in a south-east direction towards the natural heritage feature. The South-East Corridor will include neighbourhood parks leading towards a regional/special use park;
- b. Orbital Corridor: Green corridor running in a circular pattern mid-way between the centre and periphery of Orbit. Within the South-East Precinct, the Orbital Corridor will traverse natural heritage features forming a regional/special use park; and
- c. Rail Corridor Linear Parks: Linear park running along the east side of the rail corridor. Linear parks will primarily be used for active transportation and community gardens.

7.4.6 Buildings facing the Green Corridors and Orbital Corridor are encouraged to include active, non-residential uses at grade; connections between the built form and public realm should be encouraged.

7.4.7 All Corridors shall accommodate the active transportation network identified in Schedule L.

8.0 Built Form

Buildings will consist of tall buildings (greater than 12-storeys), mid-rise buildings (up to 12-storeys), employment (mixed commercial/employment) and employment (general industrial).

Development within TOC 1 and TOC 2 shall be in accordance with the permissions of the MZO. The tallest buildings in Orbit will be located within TOC 1, closest to the proposed GO Station. TOC 2 will provide a transition between the density of TOC 1 and the mid-rise character of the surrounding precincts. TOC 2 will continue to include tall buildings, primarily focused on 6th Line. Outside TOC 1 and 2, building heights and intensity will be further reduced, using a mix of building typologies and architectural design to form an appropriate transition in built form.

In TOC 3, the tallest buildings will be focused at the centre of precincts where there is the greatest access to community amenities and facilities, transit and at the intersection of active transportation routes. The lowest building heights and densities will be located at the edges of the Secondary Plan Area, where Orbit abuts existing communities and natural heritage features.

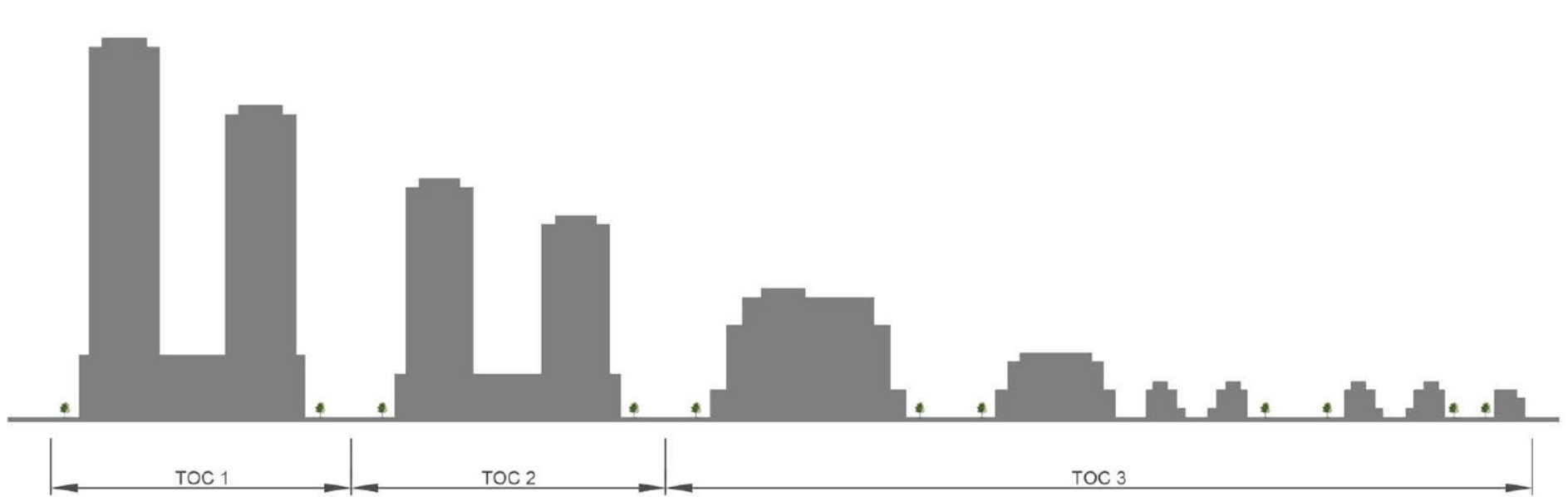


Figure 36: Height transition between TOCs

8.1 Building Height

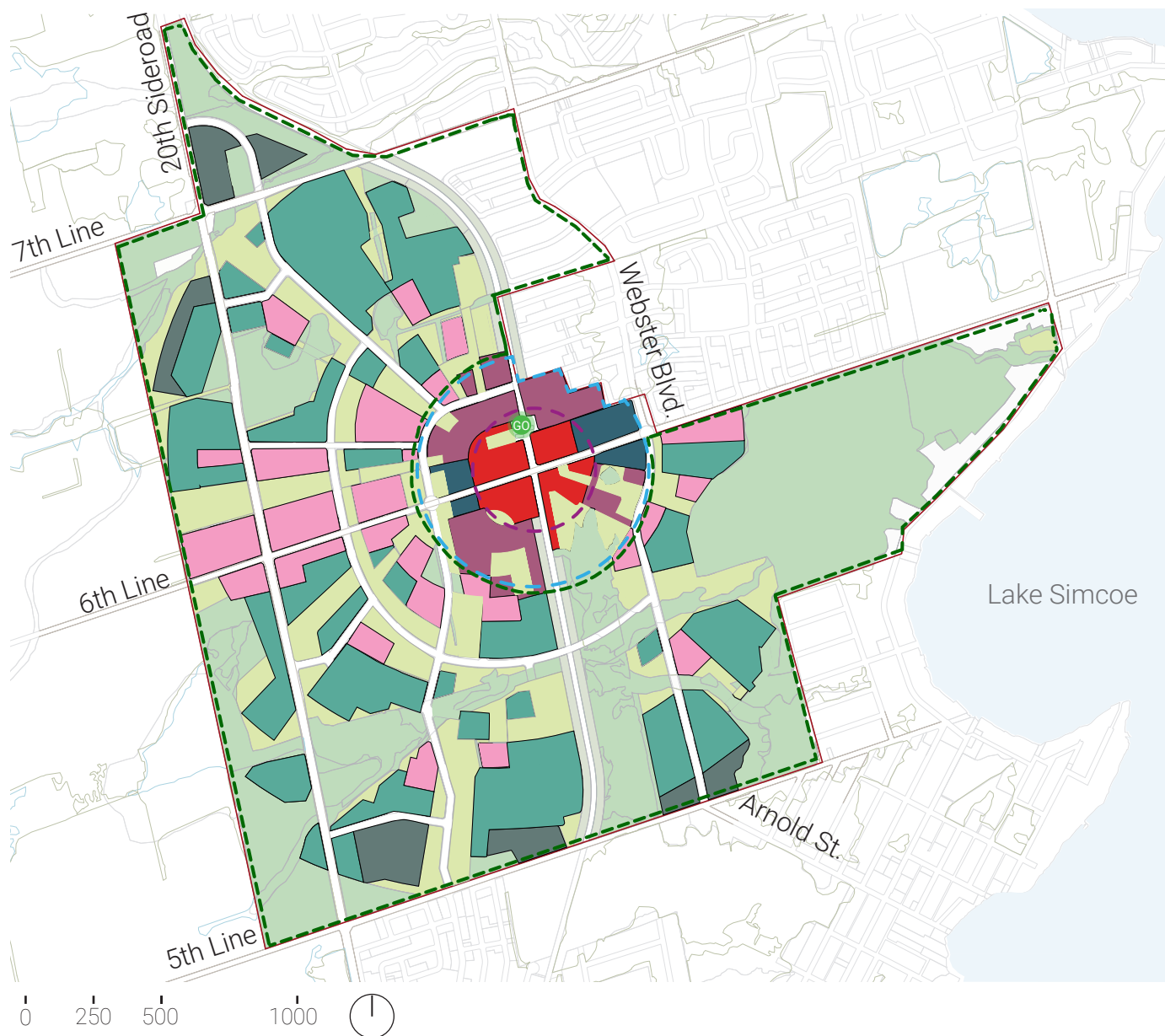
8.1.1 Schedule J identifies minimum and maximum permitted building heights.

8.1.2 On a site-by-site basis, the Town may permit marginally taller buildings, without any amendment to this Secondary Plan, where the findings of supporting studies, including but not limited to a block context plan, an urban design study, wind, noise and vibration studies and a sun/shadow study can demonstrate minimal impact on adjacent properties. The Town shall develop a definition for minimal impact.

8.1.3 The Town may require a peer review of any studies where it is proposed to exceed the permitted building heights.

8.1.4 Notwithstanding Schedule J, minimum building heights will not apply to lands required for parks and open space, building podiums and community uses operated by a public authority or above ground parking structures.

SCHEDULE J: HEIGHT



Building Heights - min and max:

TOC 1 – 225m radius:

The minimum building height within TOC1 is 6-storeys and the maximum is 40-storeys.

TOC 2 – between 225m and 425m radius:

The minimum building height in TOC2 is 4-storeys and the maximum is 15-storeys, unless the building fronts onto the 6th Line, in which case it is 25-storeys.

Legend :

- Transit Oriented Community 1 (225m Radius)*
- Transit Oriented Community 2 (425m Radius)*
- Transit Oriented Community 3
- 2 to 3 Storeys
- 4 to 5 Storeys
- 6 to 10 Storeys
- 11 to 15 Storeys
- 16 to 25 Storeys
- 26 to 40 Storeys
- Proposed GO Station

* Lands subject to Minister's Zoning Order.

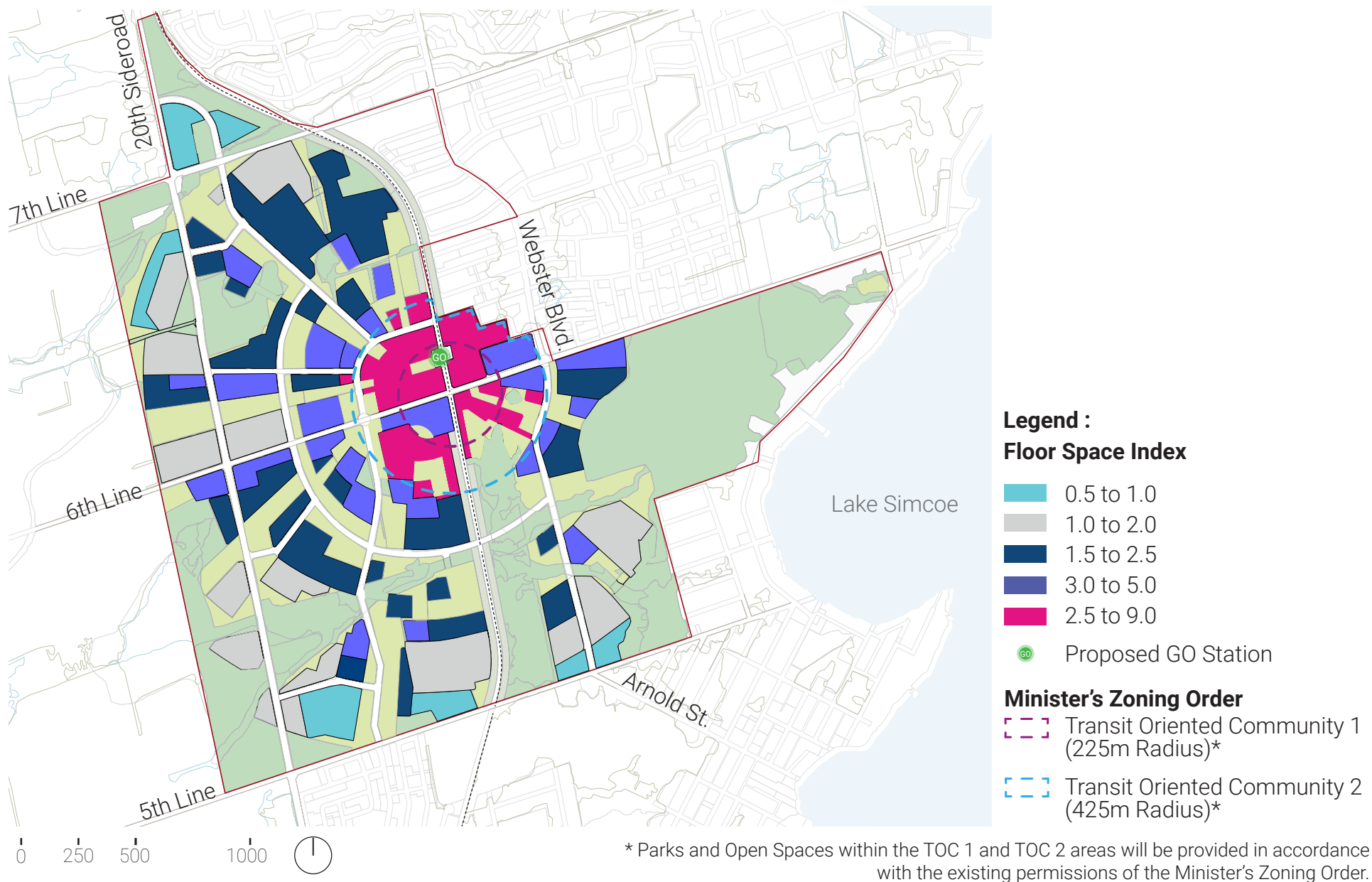
8.2 Density

8.2.1 Schedule K identifies minimum and maximum permitted net Floor Space Indices (FSI). Where there is a conflict between MZO permissions and policies of this Secondary Plan, the MZO permissions shall prevail.

8.2.2 On a site-by-site basis, the Town may allow for marginally greater densities, without any amendment to this Secondary Plan, where the findings of supporting studies, including but not limited to a block context plan, an urban design study, wind, noise and vibration studies and a sun/shadow study can demonstrate minimal impact on adjacent properties. The Town shall develop a definition for minimal impact.

8.2.3 Notwithstanding policy 8.2.2, density above the planned densities set out in Schedule K shall not be permitted where it cannot be demonstrated that there is servicing capacity to accommodate additional density.

SCHEDULE K: DENSITY



8.3 Getting the Right Fit

8.3.1 The following policies related to building heights, densities, transitions and design shall apply throughout Orbit:

- a. The tallest building heights shall be concentrated around the proposed GO station and transition down toward lower density residential neighbourhoods;
- b. Outside of the Station Hub Precinct, the tallest building heights and highest densities shall be located towards the centre of Orbit and at Primary Precinct Nodes, transitioning down towards areas further from transit stops and community facilities;
- c. The maximum building frontage length should generally not exceed 65m, with an appropriately dimensioned break between two building facades;
- d. The ground floor of all tall and mid-rise buildings shall have a minimum height of 4.5 metres (floor-to-floor height) to accommodate internal servicing and loading, and future conversion to other uses (where appropriate); and
- e. Clear glass is preferred over tinted glass to promote the highest level of visibility, and mirrored glass shall not be permitted at street level.



Figure 37: Articulated facades expressing individual residential units



Figure 38: Awnings above sidewalks providing weather protection

8.4 Facade Design

8.4.1 The aesthetic elements of a building's façade play an important role in how people perceive the public realm. The following measures are encouraged across Orbit:

- Facades facing streets, sidewalks and public open spaces should be composed of large areas of glazing to encourage pedestrian interaction and enhance safety;
- Finishing materials shall be extended to all sides of the building, including building projections and mechanical penthouses;
- Facades of large buildings shall be articulated to express individual commercial or residential units through distinct architectural detailing, including entrance and window design;
- Design and material quality shall be consistent and complementary;
- Where lots have frontages on an open space, dual facades shall be provided that address both frontages with an equal level of material quality and articulation;
- The focal nature of corner buildings shall be emphasized through elements such as projections, recesses, special materials, and other architectural details; and
- Weather protection shall be provided through architectural details such as vestibules, recessed entrances, covered walkways, canopies and awnings.

8.5 Tall Building Design

8.5.1 The following policies shall apply to tall buildings exceeding 12 storeys:

- a. Podiums shall be massed to define street edges and create an appropriate street wall condition;
- b. Buildings should be sited and designed to provide a high-quality, comfortable public realm that maximizes sky views and minimizes shadow and wind impacts;
- c. Where appropriate, building design is encouraged to create, frame and contribute to memorable and identifiable views and vistas and an interesting skyline;
- d. Shadow testing shall be applied to proposed tall buildings to ensure shadows are adequately limited on adjacent sidewalks, residential areas, and open spaces on September 21st;
- e. A wind study shall be completed for tall buildings to demonstrate that any negative impacts on adjacent properties and the public realm are adequately limited;
- f. Appropriate access to natural light and a reasonable level of privacy should be considered for occupants of tall buildings;
- g. Building design will consider development potential, where appropriate, of other sites within the block and on adjacent blocks; and
- h. The Zoning By-law will contain minimum or maximum numerical standards for tower floor plates at various heights, setbacks from podium to tower elements, and tower separation distances among other standards.



Figure 39: Tower massing designed to minimize shadow impacts on public space



Figure 40: Continuous streetwall of mid-rise buildings



Figure 41: Larger setback at ground level creating space for pocket park

8.6 Mid-Rise Building Design

8.6.1 The following policies shall apply to mid-rise buildings:

- Buildings shall be massed to define street edges and create an appropriate street wall condition;
- Buildings should generally have a consistent setback to create a continuous streetwall;
- Minor variations in setbacks are permitted to facilitate wider boulevards, accommodate public amenity space and create a more interesting streetscape; and
- Upper-storey stepbacks shall be incorporated where the streetwall exceeds a ratio of 1:1 with the street ROW.

8.7 Employment

8.7.1 The following policies apply to employment areas:

- a. The ground floor of all buildings shall be a minimum height of 4.5 metres (floor-to-floor height) to accommodate appropriate ceiling heights for employment uses, as well as commercial loading docks and potential mezzanine space to support productive activities on the ground floor;
- b. Buildings should be located to address the principal public street, but may incorporate setbacks that provide attractive landscaping and tree-planting;
- c. Parking should not be located between the principal façade and the adjacent street/sidewalk; and
- d. Where possible, shared driveways should be provided.

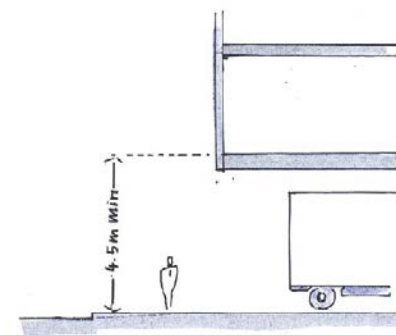


Figure 42: Minimum 4.5-metres ground floor ceiling height to accommodate service vehicles

8.8 Sustainable Site Design

8.8.1 The following policies related to sustainable site design shall apply throughout Orbit:

- a. Orbit shall aim for a 40% tree canopy cover by 2051;
- b. Real-time surface water flow monitoring including the percentage of pollutant loading shall be established; and
- c. All development shall implement Water Conservation & Landscaping measures from the Orbit Sustainable Design Plan:
 - A combination of efficient fixtures and appliances shall be employed, as well as innovative technology (greywater, rainwater harvesting), to achieve a 40% reduction in potable water;
 - Proponents shall be required to indicate how the Orbit development meets the intent and priorities of the Lake Simcoe Protection Plan and identify how the development (during and after construction) will not increase the levels of salt and phosphorous in local water bodies and ecosystems. Proponents shall develop and submit salt and phosphorus management and reduction plans to the satisfaction of the Town of Innisfil; and
 - A Landscaping Plan shall be required prior to Site Plan Approval or Community Planning Permit Approval confirming that no invasive plant species will be introduced into the landscape.

8.9 Sustainable Building Design

8.9.1 The following policies related to sustainable building design shall apply throughout Orbit:

- a. All buildings shall comply with the Orbit Sustainable Development Plan;
- b. New development shall be encouraged to:
 - Utilize wood-frame construction and/or limit the use of reinforced concrete;
 - Use high-performance building materials and low-emissions construction systems;

- Establish maximum embodied and whole-life carbon targets;
 - Minimize waste generated during construction;
 - Identify and limit the carbon footprint for all major construction materials used on a project;
 - Maximize the recycled content of building materials;
 - Maximize water efficiency; and
 - Prioritize the reuse of greywater.
- a. All buildings shall have either green, solar or reflective roofs.
 - b. All buildings shall achieve net zero greenhouse gas emissions or energy-efficiency certification from LEED.
 - c. Building design should be designed to accommodate a range of functions over time by:
 - Using flexible building typologies such as open floor plate construction allowing walls to shift and accommodate different types of uses;
 - Designing for adaptable residential layouts and housing designs that can cater to changing demographic needs; and
 - Planning for a mix of uses by ensuring elements such as loading areas and floor to ceiling heights can accommodate both residential and commercial uses.
 - d. All developments shall incorporate pedestrian weather-protection elements at-grade;
 - e. Promote indoor communal spaces designed to be sheltered and flexible, to support various types of home-based work and shared social spaces for residents,

9.0 Public Realm

A well-planned public realm is critical to achieving the vision and goals for Orbit by providing inclusive and accessible spaces for community building, placemaking opportunities and physical connection within and between precincts. The policies in this section guide the design and construction of the public realm to ensure it is attractive, resilient, accessible and adaptable.

Along green corridors and where new major mixed-use development is planned new POPS should be provided to enhance the pedestrian environment and provide amenities for residents, employees and visitors. Public spaces and POPS should be designed to be barrier free and to include a mix of design elements including enhanced landscaping, shade trees, ample locations for seating and public art.

New public spaces and POPS should be located close to the street, be connected to the pedestrian network and, where possible, be connected to planned transit stops.

9.1 Public Open Space

9.1.1 Public open space shall be designed to facilitate social interaction by providing communal elements such as gathering spaces and seating areas.

9.1.2 Where the continuity of parks and open spaces is interrupted they should be linked through the use of active transportation routes or green streets, maintaining sight lines where possible.

9.1.3 Public open space shall include design elements and functions that facilitate their use in all seasons.

9.1.4 Public open spaces shall be designed to accommodate all residents, including those with accessibility needs.

9.1.5 Resilient landscapes shall be incorporated into public open spaces.

9.1.6 Public art should be installed in identified key locations in public open spaces. Section 4.1 of the Official Plan shall continue to apply.

9.1.7 Development adjacent to public open spaces shall demonstrate that the built form and uses of the building will enhance the usage of the public open spaces through design strategies including:

- a. Placing active frontage adjacent to public open spaces;
- b. Increasing access to public open spaces; and
- c. Connecting POPS to public open spaces.

9.1.8 Encourage the principles of universal design in public spaces and the development of buildings and spaces that are accessible for people with physical disabilities.

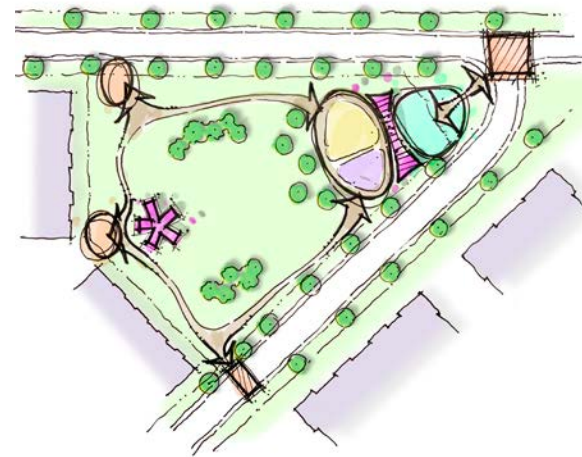


Figure 43: A public open space design with multiple access points



Figure 44: Pedestrian-only public realm framed by active frontages

9.2 Privately-Owned Publicly Accessible Spaces (POPS)

POPS can serve a similar function to public open spaces, but remain owned and maintained by private landowners and agencies such as Metrolinx. Open spaces on private property within the Secondary Plan Area should be considered as opportunities for POPS.

9.2.1 POPS shall not replace the Town's target ratios for parks and open spaces as outlined in the Parks and Recreation Master Plan. However, POPS may be utilized to meet the open space target for parkettes.

9.2.2 The Town shall prepare guidelines for POPS that will build on the policies contained in this section, and provide a greater level of design and maintenance detail than the policies contained in this Plan.

9.2.3 The development of POPS is encouraged at grade on development sites to contribute to the public realm and green space networks.

9.2.4 POPS shall provide direct access from adjacent public sidewalks, and where possible, be located adjacent to active uses, particularly retail, institutions and/or employment uses with active ground floors.

9.2.5 POPS shall be visible from public streets and/or active indoor areas.

9.2.6 Materials used in POPS (e.g. paving, seating, public art) should be equal in quality and appearance to those used at the proposed GO Station, transit plaza, private buildings and nearby public spaces.

9.2.7 POPS should incorporate placemaking features and be of a high quality and sustainable design.

9.2.8 Hard and soft landscaping materials shall be high quality, easily replaceable and low maintenance.

9.2.9 Landscaping shall consist of resilient plants that are low maintenance and pest and disease resistant.

9.2.10 Taller buildings shall be located and massed to maximize sun exposure on POPS. The impacts of shadows on POPS shall be evaluated through the review of development applications.

9.2.11 Design of POPS shall encourage public use and shall not be fenced or otherwise restricted to the public.

9.2.12 POPS shall support the network of public open spaces and green spaces through Orbit.

9.2.13 Public art should be considered for key locations in POPS.

9.2.14 POPS are encouraged to include a minimum of 50% soft landscaping.



Figure 45: High quality landscaping materials



Figure 46: Public gathering at a POPS

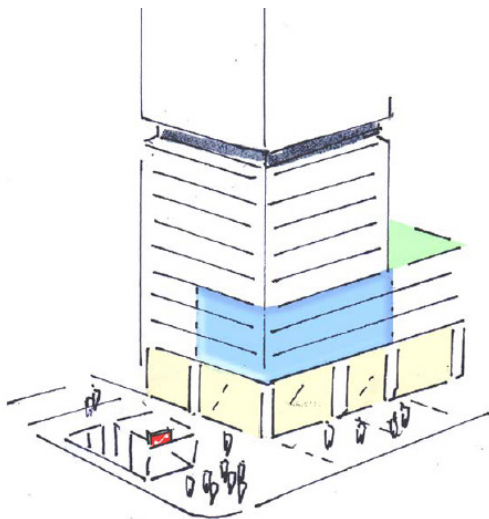


Figure 47: The integration of affordable housing (blue sections)

10.0 Housing

A key principle in building complete communities is catering to people at different stages of life and levels of income. A range and mix of housing typologies, unit sizes and tenure will be encouraged to ensure that housing can meet the needs of varying demographics. Policies under Section 14.3 Housing Diversity and Affordability of the Official Plan continue to apply.

10.1 Residential development

10.1.1 Across Orbit, residential development shall average out to include:

- a. A mix of housing forms permitted within the applicable land use designation;
- b. A range of unit types accommodating a variety of households;
- c. Family friendly dwelling units, including a minimum of 15% 2 bedroom units and 10% 3 bedroom units within each building;
- d. Purpose-built rental housing; and
- e. Affordable housing.

10.1.2 Policy 10.1.1 is not expected to be achieved on any individual property. However, where a development application includes multiple buildings or multiple properties, the application will be assessed in the context of the objectives outlined in Policy 10.1.1.

10.2 Affordable Housing

10.2.1 Orbit shall meet the minimum target set by Provincial, County and Town planning authorities for the percentage of new housing units created each year that are affordable housing units.

10.3 Inclusionary Zoning

10.3.1 An inclusionary zoning framework shall be established for the Orbit Protected Major Transit Station Area (PMTSA) consist with Provincial, County and Town legislation, including Ontario Regulation 232/18: Inclusionary Zoning.

10.3.2 An inclusionary zoning framework will be informed by an assessment report prepared in coordination with the Town of Innisfil and County of Simcoe. The assessment report may inform the development of a Town-initiated by-law for the Orbit PMTSA including:

- a. an affordable housing target, as applicable; and,
- b. the minimum number of affordable housing units and/or the minimum gross floor area of affordable housing required within residential and mixed use buildings, as applicable.

10.3.3 Through the inclusionary zoning framework, the Town shall implement the maximum percentage of affordable units permitted under Provincial ad upper-tier planning policy.

10.4 Deeply Affordable Housing

10.4.1 Deeply affordable housing such as Rent-Geared-to-Income (RGI) housing, owned or delivered by Simcoe County Housing Corporation (SCHC) and non-profit or co-operative providers shall be accommodated within Orbit. Where deeply affordable housing is provided it should be:

- a. Integrated into the community;
- b. Located close to community infrastructure and transit; and
- c. Designed to fit aesthetically within its immediate context.

10.4.2 The Town will work with landowners and the SCHC to identify locations within Orbit where deeply affordable housing shall be built.

11.0 Community Services and Facilities

Community services and facilities are public places where members of a community gather for recreational, educational, artistic, social or cultural activities or to seek services such as healthcare or social assistance. Highly visible, easily accessible community services and facilities are critical to building a thriving community.

11.1 General Policies

11.1.1 Community services and facilities include:

- a. Educational institutions;
- b. Child care centres;
- c. Emergency Services;
- d. Human and social service providers and agencies;
- e. Libraries;
- f. Parkland, open space and natural areas; and
- g. Recreation facilities and cultural centres.

11.1.2 Policies under Section 8 of the Official Plan, including 8.3, 8.4, 8.5 and 8.6 shall apply to community services and facilities.

11.1.3 Primary and Secondary Precinct Nodes, identified on Schedules I1 to I4 and Section 7, shall be considered a community hub. Community services and facilities shall be co-located within Precinct Nodes, where feasible. Policies 8.7 – 8.11 of the Official Plan shall apply to community hubs.

11.1.4 Community services and facilities shall be highly visible from the public realm and easily accessible from pedestrian, cycling and transit networks.

11.1.5 A high proportion of community services and facilities spaces shall be able to be used for multiple purposes, which may include emergency shelters.

11.1.6 Child care centres shall be located on the first floor of a building. If this is not feasible, the second floor may be considered.

11.1.7 Outdoor play space of child care centres shall be directly accessible to child care indoor space and be located away from high-volume traffic areas.

11.1.8 Outdoor place space shall be oriented to maximize sunlight while being protected from negative shadow and wind impacts caused by existing and future development.



Figure 48: Community facilities and a high school framing a public open space

11.2 Schools

Schools are permitted in areas designated Major Transit Station Mixed Use Area, Community Spaces, Neighbourhood Commercial Area and all Residential designated areas. The number of schools required in Orbit will be subject to the ultimate size and make-up of the residential population. The precise location, size and phasing of each school shall be determined in consultation with the School Boards as required, through planning approval processes. Prior to final approval of development applications for lands designated Community Use, satisfactory arrangements shall be made with the appropriate School Board for the acquisition/reservation or release of the land.

Implementation policies in Section 16 are intended to allow School Boards to acquire school sites as they are required.

11.2.1 To support growth to 2051 three elementary schools and one secondary school are required for the Simcoe County District School Board; and one elementary school and one secondary school are required for the Simcoe Muskoka Catholic District School Board. The exact number of schools provided will be determined in consultation with the School Boards. This will be based on monitoring population and demographics, including cumulative unit counts.

11.2.2 Preferred locations for elementary and secondary schools are within or adjacent to the community hubs identified in Section 7.0 Precincts of this Plan. Community hubs form part of the primary and secondary precinct nodes in the Station Hub; North-West; South-West; and South-East Precincts.

11.2.3 Exact locations for schools shall be determined through the review of development applications, in coordination with the Simcoe County District School Board and Simcoe Muskoka Catholic District School Board. Residential development will be contingent on the adequate provision of schools within each precinct, to the satisfaction of the respective School Boards, prior to final planning approval.

11.2.4 The Town will promote schools built to an urban standard. Building to an urban standard may include:

- a. Schools integrated with other appropriate land uses;
- b. Multi-storey schools;

- c. Schools with reduced standards for parking and pick-up/drop-off areas, where feasible; and
- d. Sharing amenities such as open space with neighbouring land uses and the broader community.

11.2.5 Within the Station Hub Precinct, the following policies shall apply:

- a. Elementary schools, and associated loading, servicing and parking facilities, may be integrated within the base of mixed use developments within the Major Transit Station Mixed Use area;
- b. The Simcoe County District School Board and Simcoe Muskoka Catholic District School Board shall coordinate with the Town and private landowners to allow for alternative arrangements to accommodate required components of a typical school site when standard size requirements can not be met; and
- c. Schools shall be co-located with other community services and facilities, including libraries, day care facilities and recreation centres, among others, to establish community hubs, where feasible.

11.2.6 Schools required within the North-West, South-West and South-East Precincts shall be determined based on a Community Services and Facilities Study to be conducted as the Settlement Area Boundary is expanded to include lands outside the Station Hub Precinct.

11.2.7 Within the North-West, South-West and South-East Precincts, schools should be:

- a. Consistent with the policies or requirements of the respective School Board. Reductions in site size may be permitted where executed agreements are in place to allow for alternative arrangements to accommodate the required components of a typical school site;
- b. Vertically stacked, at a height of 2 to 3 storeys, to optimize the use of land;
- c. Co-located with a public park; exclusive use shall be facilitated during school hours of operation. The deletion of parkland adjacent to a school site shall not be permitted unless it is relocated to the satisfaction of the Town and the School Boards; and
- d. Co-located with complementary land uses, where feasible.

12.0 Mobility

Orbit will aim for a modal split that balances active transportation, public transit, and private vehicles. Active transportation infrastructure will include comprehensive, high-quality and accessible active travel routes that will link each Orbit neighbourhood to the proposed GO Station (by the most direct route), to each other, and to neighbouring trails and pathways.

Bike-sharing facilities shall be considered throughout Orbit to allow all residents to take advantage of active transportation even if they do not own a private bicycle. Orbit will feature transit-priority roads at key locations within the road structure to accommodate future trips by Simcoe County LINX, a possible fixed-route bus service offered by Innisfil Transit, or the proposed Orbit automated-shuttle loop. Private vehicles will maintain a role in the modal split, but they will be used in a more efficient and environment-friendly way, and infrastructure to allow and promote the use of zero-emission vehicles will be readily available. Finally, Orbit's mobility infrastructure will be planned with flexibility so that it can be adapted to future mobility.

Orbit will be an accessible and inclusive community that caters to the needs of people of all ages and abilities. Barrier-free, universal design will be incorporated throughout the public realm and encouraged in all publicly accessible buildings. Active transportation options and accessible transit services will provide mobility options for all residents.

The transportation network and improvements identified in the Secondary Plan build on the County and Town planned transportation improvements as outlined in the Town of Innisfil's Transportation Master Plan. Implementation of the proposed infrastructure improvements should be undertaken as part of the County and Town Transportation Master Planning process/EA process and/or development approvals process. All transportation infrastructure should follow Transportation Association of Canada and Ontario Traffic Manual standards and guidelines, as well as the Ministry of Transportation's Transit Supportive Guidelines.

12.1 Modal Split

The goal of Orbit is to achieve the following mode share during the weekday AM peak period:

Modal Split: Orbit Target		
Vehicle (Shared, Private)	Shared (Bus, Train)	Active (Walk, Cycle, Scooter)
35%	20%	45%

Table 1: Modal splits

Orbit should aim for the following household vehicle ownership targets:

Household Vehicle Ownership: Orbit Targets				
0	1	2	3	4+
1%	60%	25%	10%	4%

Table 2: Household Vehicle Ownership

Orbit should aim for the following mode share targets by trip distance:




Orbit Town of Innisfil : Potential Mode Share Targets		Trip + Mode Targets		
		up to 2km	2 -10km	10km+
Active: Walk, Cycle, Scooter		70%	30%	5%
Shared: Bus, Train		20%	50%	55%
Vehicle: Shared, Private		10%	20%	40%

Table 3: Potential Mode Share Targets

12.2 Active Transportation

Active transportation refers to the movement of people by human activity, including walking, cycling and the use of human-powered or hybrid mobility aids such as scooters, e-bikes, rollerblades, cross-country skis, and more. Active transportation benefits communities by promoting healthier lifestyles, reducing air and noise pollution, reducing greenhouse gas emissions and reducing commute times.

12.2.1 The planned active transportation network is depicted on Schedule L. The network is planned to improve connectivity for pedestrians and cyclists within the Secondary Plan Area and to surrounding areas. On-street cycling facilities are described in Section 5.1 of the Secondary Plan. Cycle paths and multi-use trails shall be in addition to on-street cycling facilities. Precise locations of active transportation routes shall be established through site specific applications, having due consideration for the intent of this section.

12.2.2 Active travel routes identified on Schedule L include:

- a. Cycle Paths;
 - i. Primarily radial routes connecting outer areas of Orbit to its centre.
 - ii. High-quality, segregated low-speed ROW, for bikes, scooters, robots, and more (but neither pedestrians nor automobiles).
- b. Multi-Use Trails;
 - i. Routes that link inner and outer areas of Orbit, including a concentric route connecting each neighbourhood/precinct. Multi-use trails will connect to trails outside Orbit for regional connections.
 - ii. Notable routes include the north-south route parallel to the railway corridor through the proposed GO Station, the east-west route along 6th Line and routes along green corridors radiating out from the proposed GO Station.
 - iii. High-quality, segregated low-speed ROW for pedestrians, bikes, scooters, and others (but not automobiles). Some multi-use trails will be designed for the use of snowmobiles, cross-country skiing and other similar activities.
 - iv. Multi-use trails that travel through or across natural heritage features should include low impact design practices that mitigate the impact of the trail on the natural heritage feature.

12.2.3 The active transportation network shall be developed to provide direct and safe connections to the proposed GO Station, transit stops, green corridors and multi-use trails, public spaces and parks, schools, mixed use areas, employment opportunities and recreational facilities. Amenities for cyclists and pedestrians (such as bicycle sharing, seating and shaded areas) should be located at key points along the network.

12.2.4 Active transportation shall be prioritized throughout Orbit to encourage the desired modal split. To the greatest extent possible, active transportation trails shall be separated from private motorized vehicles.

12.2.5 Development adjacent to active travel routes shall not have an adverse impact on connectivity of those routes; the use, orientation, frontage, and access points of proposed buildings should be designed in a way to encourage people to use active travel routes.

12.2.6 Traffic calming facilities shall be required when automobile roads intersect active travel routes to reduce vehicle speed and accidents.

12.2.7 Walkability shall be encouraged through high-quality, wide, pedestrian pathways and linear parks that connect every block.

12.2.8 Final ROW and road alignments shall be determined through detailed transportation studies, environmental assessments where required, and the planning approval process.

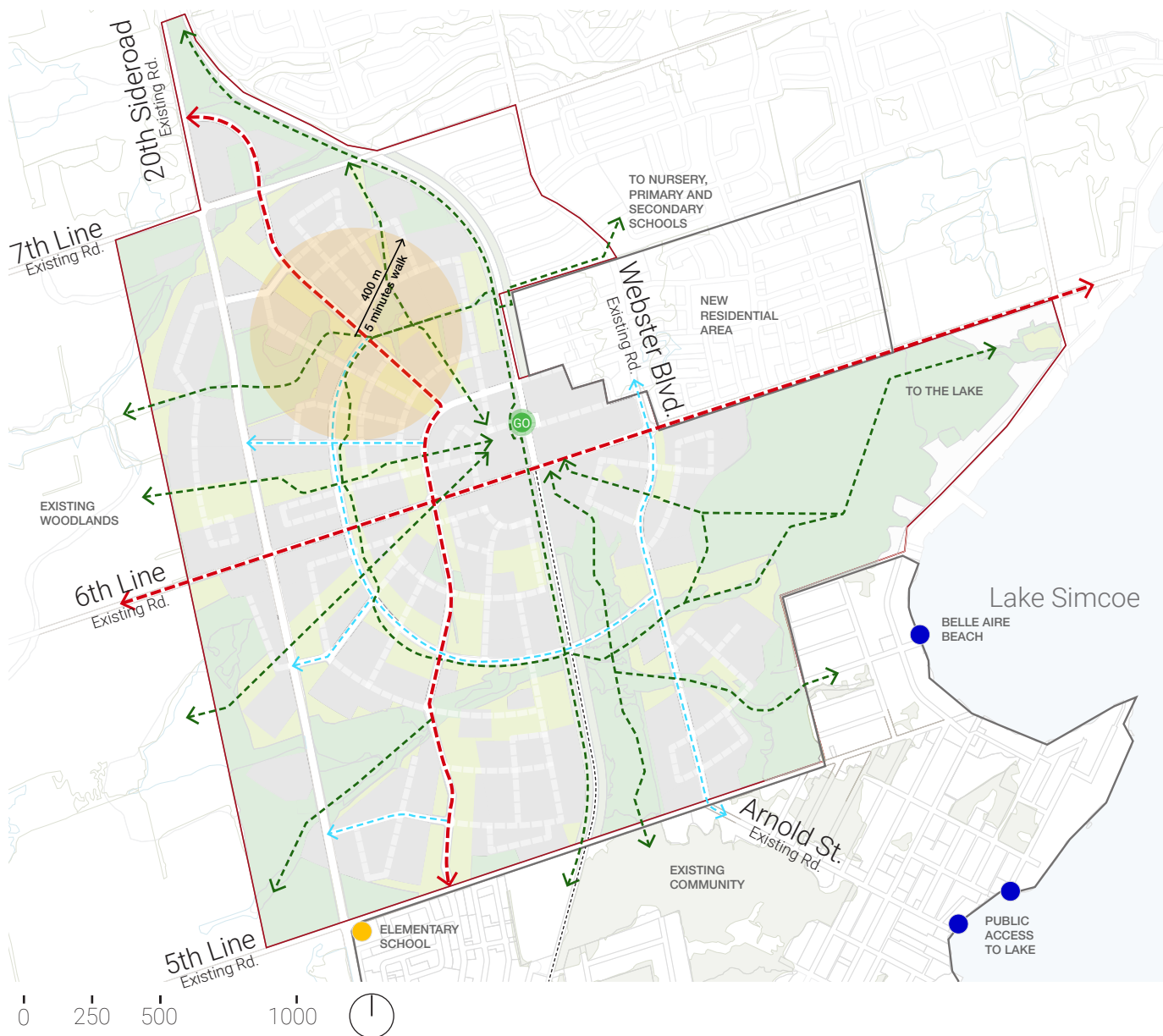
12.2.9 All-weather travel will be facilitated through the provision of awnings and heating facilities along commercial street frontages.

12.2.10 A network of subterranean paths may be considered to protect travel to and from the proposed GO Station.

12.2.11 Bike-sharing facilities shall form a part of the active transportation network. The location and number of bike-sharing facilities will be identified through a bike sharing study.

12.2.12 Development adjacent to bike-sharing facilities shall integrate them into the overall site and/or building design.

SCHEDULE L: ACTIVE TRANSPORTATION



Proposed Multi-Use Trail



Cycle Path Within Row



Legend :

- Proposed GO Station
- Proposed Multi-Use Trail
- Cycle Path within ROW
- Multi-use Trail within ROW
- Local Roads (Conceptual)
- Existing/Planned Roads

12.2.13 Secure bicycle parking facilities shall be provided in new development in a conspicuous location. Bicycle parking facilities include long term bike parking areas within buildings and onsite shower facilities and lockers for employees who bike to work. The Town may allow for the reduction in the number of required parking spaces where bicycle parking facilities are provided.

12.2.14 Council shall require that development applications include a Transportation Demand Management (TDM) Plan prepared to the satisfaction of the Town. The intent of the TDM Plan shall be to implement and promote measures to reduce the use of low-occupancy automobiles for trips and to promote cycling and walking.

12.2.15 The active transportation network will facilitate accessibility for all residents by considering the following measures, among others:

- Incorporate universal design in the public realm;
- Encourage safe and accessible pedestrian walkways with an adequate width to accommodate mobility aids such as wheelchairs;
- Sufficient crossing times at signalized crossings; and
- Provide barrier free areas to accommodate transitions between different modes of transportation, for example pick up and drop off areas for motorized vehicles.

12.3 Transit

Conceived as a transit-oriented community, transit is central to the vision of Orbit. In addition to the proposed GO Station, a local transit network will benefit the community by providing accessible mobility options, reducing air and noise pollution, reducing greenhouse gas emissions and complementing the active transportation network.

12.3.1 Potential transit routes are identified on Schedule M. The planned transit network includes:

- a. Potential Public Bus routes LINX Route B and TMP-identified Innisfil Route C to connect Orbit with Innisfil and Barrie to the north and Lefroy Area to the south;

SCHEDULE M: TRANSIT



GO Train



Orbit Loop



Bus
(LINX/TMP)

Legend :

- GO Train Line
- Potential Public Bus Routes
- LINX_Route B
- TMP_Innisfil Route C
- Proposed PT Routes
- LINX_Route B
- TMP_Innisfil Route C
- Orbit Loop
- Bus Stops
- Proposed GO Station
- Local Roads (conceptual)
- Existing/Proposed Roads

- b. Stops to be located at the proposed GO Station and at the centre of each neighbourhood/precinct, utilizing Transit Priority Municipal Collectors; and
- c. Potential Orbit Loop operating in a loop around Orbit, connecting the centres of each neighbourhood/precinct, at key active transportation intersections, and the proposed GO Station on the east side.

12.3.2 The local transit network shall provide connections to the proposed GO Station, link the proposed GO Station with employment areas and green corridors and provide an integrated transit network that allows efficient travel between modes.

12.3.3 Future transit options shall be protected through ROW widths on major and minor collector roads to accommodate other forms of transit.

12.3.4 Opportunities for transit priority at intersections, surface transit priority infrastructure, transit signal priority, and other supporting infrastructure shall be explored. Transit long-term strategy/options should include opportunities for express buses, fleet, and Regional bus rapid transit service.

12.3.5 Transit-only routes shall consider a visibly and haptically different pavement to signify their specialized use and better integrate them into the public realm.

12.3.6 New development will be required to conduct a TDM plan and integrate live information display for public transit.

12.4 Motorized Vehicular Movement

Motorized vehicular movement refers to the accommodation of private vehicles, primarily cars, and the roads on which they travel. While active transportation and transit are promoted as mobility options, private vehicle trips shall continue to be supported through the provision of appropriate infrastructure.

12.4.1 Roads for private vehicles shall be designed and constructed based on the principles of Vision Zero.

12.4.2 During detailed ROW design and construction and planning approvals process, consideration shall be given to traffic calming measures.

12.4.3 Protected intersections shall be implemented through Orbit to provide safety for cyclists and pedestrians.

12.4.4 Orbit shall mandate the installation of electric vehicle and micro-mobility charging infrastructure within municipal ROWs.

12.5 Future Mobility

Cities are complex and consequently urban policy requires flexibility in long range planning and agility in implementing mobility solutions. Future mobility refers to mobility options that are emerging or not yet known, such as automated vehicles. Orbit should position itself to adopt new mobility options with the potential to benefit the community.

12.5.1 For transit vehicles, the Town may consider terminal and/or on-street overhead charging stations.

12.5.2 For shared mobility, the Town may consider implementing electric scooter or bike share programs, car sharing, ride sourcing/home-to-hub services via transportation network companies, demand responsive transit, and/or automated vehicles.

12.5.3 For automated driving, the Town may conduct a study on how to adapt the current street configuration for optimal impact on vehicle demand.

13.0 Parking and Loading

Vehicular parking and loading are important considerations for the functionality of buildings and the impact they have on the surrounding land uses and public realm. It is expected that most households will have at least one vehicle and 40% of weekday morning trips are expected to be made as a driver or passenger in a motorized vehicle; therefore both residential and non-residential buildings will need to account for vehicle parking for the foreseeable future. The policies in this section minimize the potential adverse impacts of parking and account for changes in how people get around Orbit as it evolves over time.

13.1 Surface Parking

13.1.1 Permeable paving should be considered where feasible to promote drainage.

13.1.2 Where permitted, all surface parking shall be planned and designed in a manner that allows the development of the land as another future use.

13.1.3 Surface parking areas shall be located at the rear, or side-yard of a building. Surface parking shall not be placed between the front face of a building and the sidewalk. Exceptions may include accessible parking spaces and parking for schools, however, parking between the building frontage and street is discouraged.

13.1.4 Shared parking and shared driveways between adjacent properties is encouraged.

13.1.5 Surface parking shall be prohibited as a long-term land use, with the exception of accessible parking, short-term visitors, or commercial parking spaces near building entrances.

13.1.6 Surface parking shall be flexible and accommodate a range of uses during off-peak times, such as events and programming.

13.1.7 Surface parking shall prioritize parking for accessible vehicles, bicycles, energy efficient vehicles, and car-share services.

13.1.8 Landscaping and design shall be required to divide large surface parking lots into smaller areas of no more than 100-125 parking stalls.

13.1.9 Landscaping should incorporate trees and shrubs that reinforce circulation routes, provide shade, screen parking from the public realm, and reduce the heat island effect.

13.2 Structured Parking

13.2.1 Where feasible, structured parking shall be in the form of private vehicle parking in Orbit.

13.2.2 Parking structures shall be located underground when feasible.

13.2.3 Podium car parks may be permitted when they can be located behind commercial uses, townhouses or apartments with provision of high-quality communal amenity space on top.

13.2.4 Above-ground parking structures shall complement surrounding development, add visual interest to the area, and feature high-quality design.

13.2.5 Above-ground parking structures with frontage along public streets or open spaces should feature active, at-grade uses to promote safety and increase attractiveness.

13.2.6 Vehicle access to parking structures shall be provided via local roads.

13.2.7 Pedestrian access to parking structures shall be in highly visible locations.

13.2.8 Parking structures shall incorporate flexible design features that support transitions to other uses over time.

13.2.9 Architectural elements and landscaping shall be used to screen parking structures at grade.

13.2.10 Parking structures shall accommodate accessible spaces, electric cars, bicycles, and e-bikes, preferably on the ground floor of above-ground structures.

13.3 On-street Parking

13.3.1 On-street parking shall be incorporated on Major Collector - Transit Priority roads when transit only lanes are not required, Minor Collectors and Local Roads as identified on Schedule C, to animate the street, calm traffic, and buffer pedestrians from vehicles.

13.3.2 The design of on-street parking shall be flexible to accommodate different settings such as patios, landscaping and snow loading.

13.4 Bicycle Parking

13.4.1 Bicycle parking shall be provided at regular intervals along roads with cycling facilities, other areas of high pedestrian activity and located close to building entrances.

13.4.2 Bicycle parking shall not impede pedestrian circulation. Post-and-ring and inverted 'u' parking, constructed of painted or galvanized steel, is preferred as larger units can impede pedestrian movement and snow clearing.

13.4.3 Secure and plentiful bicycle parking shall be provided at the proposed GO Station entrances. Sheltered bike areas shall be integrated with the station design and located in highly visible areas in vicinity of platform access points.

13.4.4 In addition to bicycle racks, bicycle lockers are strongly encouraged, especially for large office developments and at the proposed GO Station.

13.5 Sustainable Parking

13.5.1 Priority parking spaces shall be provided for community car-share services.

13.5.2 All new development shall include priority parking spaces and electrical supply stations for electric vehicles. New development shall allocate a minimum 20% of parking space to electric car parking and car-sharing spots.

13.5.3 The location and number of on-street electric car charging stations and car-sharing spots will be identified through a traffic study.

13.5.4 Parking lots and structures should be designed to be converted to other uses over time.

13.5.5 Above ground parking structures should be constructed in a way that will accommodate a different land use in the future to minimize waste.

13.6 Loading

13.6.1 Loading docks, outside storage and service areas shall be located in areas of low visibility, such as at the side or at the rear of buildings.

13.6.2 Where possible, garbage storage areas shall be accommodated within the building. Where this is not possible, screen outdoor storage areas from public view through an attractive and integrated enclosure.

13.6.3 Outside storage and servicing facilities should be constructed of materials to match or complement the building material.

13.6.4 Service and refuse areas should be designed with a paved, impervious surface asphalt or concrete to minimize the potential for infiltration of human materials.

13.6.5 Loading and service areas may occupy the full rear yard if adequate landscape edge and buffer treatments are provided. Service and refuse areas are not to encroach into the exterior side or front yard setback.

13.7 Parking Ratios

13.7.1 Through the development approvals process, the Town may consider alternative parking requirements for mixed use and high density developments including shared parking standards.

13.8 Phasing

13.8.1 Temporary permissions may be provided for parking at the proposed GO Station during initial construction phases. Parking areas in proximity to the proposed GO Station are intended to be reduced and redeveloped through subsequent phases.

13.8.2 Surface parking permissions shall be limited to early phases and planned to be redeveloped for other uses in the future consistent with the uses planned for and permitted within the applicable land use designation.

14.0 Cultural Heritage

Innisfil is situated on Treaty 18 and shared between the Anishinaabe peoples of Beausoleil First Nation, Chippewas of Rama First Nation, and Chippewas of Georgina Island First Nation. The lands are steeped in rich Indigenous history, occupied since time immemorial. Large areas of the Secondary Plan Area have archaeological potential, as mapped by the County of Simcoe, which require further investigation prior to development. Additionally, the Secondary Plan Area has an agricultural history dating back to the mid nineteenth century. Cultural heritage analysis has identified a number of cultural heritage resources and landscapes that warrant retention and consideration for conservation. The celebration of Indigenous history, protection of archaeological resources and retention of more recent heritage resources will be built into Orbit.

14.1 Preserving Cultural Heritage

14.1.1 Large areas within Orbit have archaeological potential. Archaeological resources shall be identified and protected prior to development approvals. Policies 4.2.17 to 4.2.21 of the Official Plan and relevant provincial policies related to archaeological resources shall apply to properties with archaeological potential.

14.1.2 The Town and private landowners should seek opportunities to support, celebrate and enhance connections to local Indigenous heritage and culture throughout Orbit. Examples include engaging Indigenous architects and artists to contribute to the design of buildings and the public realm, using Indigenous words in the naming of streets and parks, and using plaques and installations to educate people on the history of the lands that Orbit occupies, among others.

14.1.3 The Town shall consult First Nations when considering the design and programming of public parks, buildings and facilities, particularly within key placemaking destinations and community hubs.

14.1.4 The Town shall establish and maintain a register of all properties designated by the municipality or by the Minister under the Ontario Heritage Act, and include built heritage resources that are not designated but believed to be of cultural heritage value or interest.

14.1.5 The Secondary Plan Area includes a total of 11 potential built heritage resources (BHR) and cultural heritage landscapes (CHL). The potential BHRs and CHLs are identified on Schedule N. All BHRs and CHLs shall be conserved or integrated into future developments. This can be accomplished through retention of heritage attributes that express the resource's cultural heritage significance that may include, but are not limited to, attributes such as standing buildings, building remnants, roadscape, entrance laneways, tree lines, and fences. Retention of resources on their original site shall be prioritized.

14.1.6 Cultural Heritage Evaluation Reports (CHER) shall be required for the following BHRs and CHLs: BHR3, BHR6, CHL2, CHL3 and CHL4. These resources have been divided into two groups with specific requirements, as described below:

- a. A CHER shall be completed at the earliest possible opportunity for BHR3, BHR6 and CHL2. These properties shall be prioritized due to the current lack of information required to understand their potential for cultural heritage value or interest (CHVI); and
- b. A separate CHER shall be completed for CHL1, CHL3 and CHL4.

14.1.7 Appropriate adaptive re-use of BHRs is strongly encouraged.

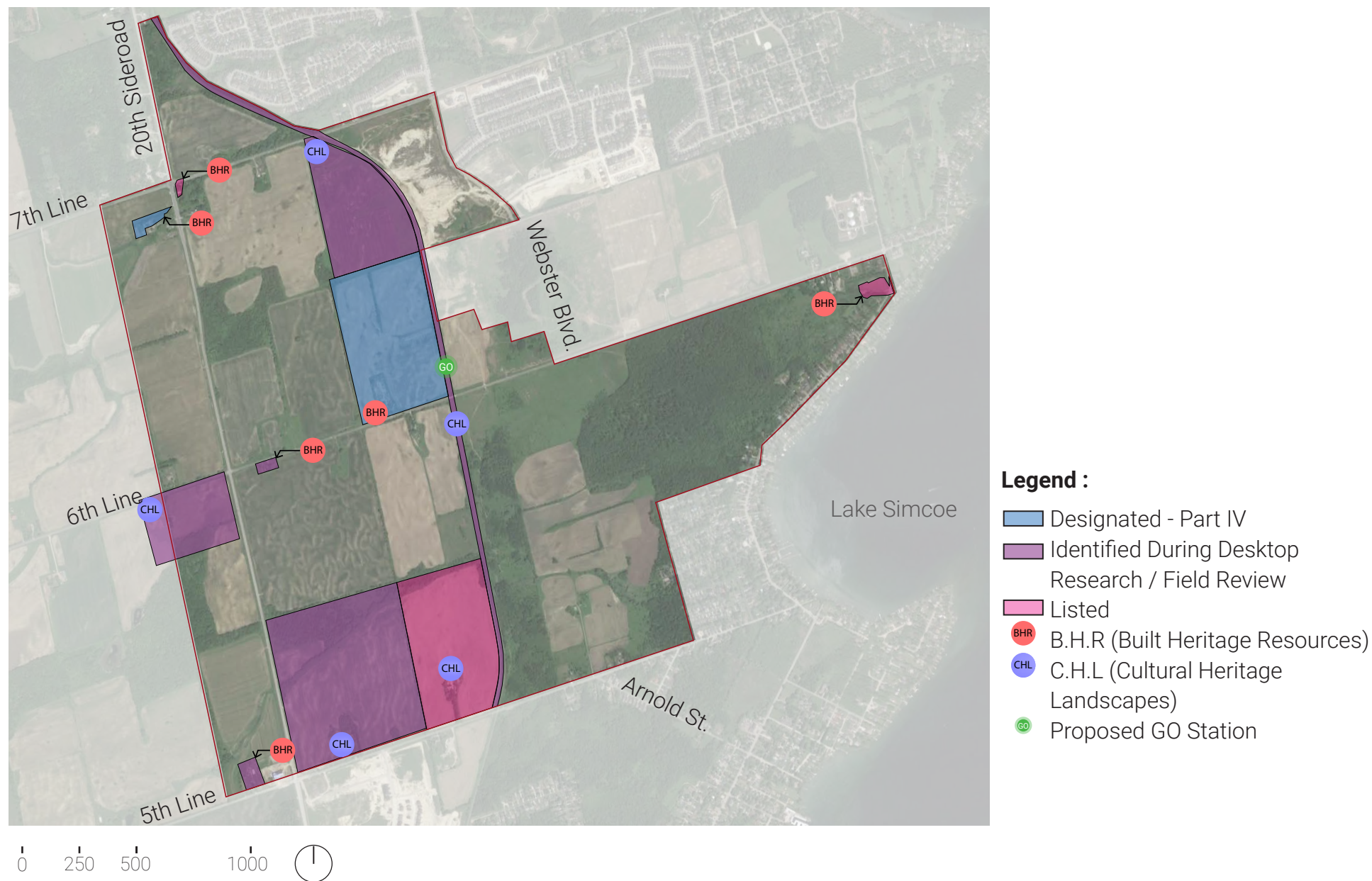
14.1.8 Opportunities for incorporating the history of the area should be considered during detailed design at the site plan approval stage, including street naming and interpretive plaques.

14.1.9 Where feasible, CHLs determined to be significant shall be incorporated into open spaces and community gardens within Orbit to retain cop fields and/or agricultural landscape features which may form part of their heritage attributes.

Feature ID	Resource Type	Heritage Recognition
BHR 1	Residence	Designated - Part IV of the Ontario Heritage Act
BHR 2	Schoolhouse	Listed on Town's Heritage Register
BHR 3	Residence	Identified during desktop research/field review
BHR 4	Residence	Designated - Part IV of the Ontario Heritage Act
BHR 5	Community Hall	Listed on Town's Heritage Register
BHR 6	Residence	Identified during desktop research/field review
CHL 1	Rail scape	Identified during desktop research/field review
CHL 2	Farm	Identified during desktop research/field review
CHL 3	Farm Complex	Identified during desktop research/field review
CHL 4	Farm Complex	Identified during desktop research/field review
CHL 5	Farm Complex	Listed on Town's Heritage Register

Table 4: Heritage resources

SCHEDULE N: CULTURAL HERITAGE



15.0 Infrastructure

The provision of adequate infrastructure is critical to enabling the growth of Orbit, meeting the needs of future residents and visitors and protecting the natural environment.

15.1 Water and Sanitary Servicing

As part of the implementation of this Secondary Plan, InnServices will ensure through the Master Servicing Plan Update that there is adequate water and sanitary servicing and capacity to accommodate the long term development for the Secondary Plan Area.

15.2 Municipal Servicing Study

15.2.1 As part of the implementation of this Secondary Plan, the Town and InnServices are undertaking an analysis of infrastructure requirements to ensure adequate servicing will be in place to accommodate planned growth for the area.

Phasing of this plan will be linked to servicing capacity and the Town and InnServices will update the Servicing Master Plan as required.

15.3 Development Applications and Servicing Requirements

15.3.1 The Town will require development applications to be supported by site-specific servicing studies. Further policies are included in Section 16.

15.4 Sustainable Stormwater Management

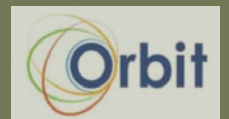
15.4.1 The Town encourages innovative measures to help reduce the impacts of urban runoff and maintain base groundwater flow. Such measures may include bioswales, permeable pavers, rain barrels and green roofs.

15.5 Coordination of Public Works

15.5.1 The Town will ensure that planned public works for the area are coordinated to minimize the impacts of construction on residents and businesses within the Secondary Plan Area. Coordination efforts will consider the phasing of road works and maintenance as well as implementation of water and sanitary networks.

CHAPTER E

IMPLEMENTATION AND PHASING



16.0 Implementation

The Orbit Secondary Plan Area has the potential to accommodate approximately 25,000 people and 5,000 jobs by 2051 and 90,000 people and 20,000 jobs to full build out. Development of Orbit as a dense, transit-oriented community is premised on the completion of the proposed Innisfil GO Station and the provision of an appropriate mix of uses and the servicing required to support growth. The implementation of Orbit will require actions from and coordination between the Town of Innisfil, upper-tier planning authorities, private landowners, First Nations and other stakeholders to ensure its success. This section identifies tools and strategies, in addition to those outlined in the Official Plan, to bring Orbit to life.

16.1 Interpretation

16.1.1 The Secondary Plan must be read in conjunction with the Official Plan and the MZO, which applies to the TOC 1 and TOC 2 areas, as identified on Schedule A. Where the policies of the Secondary Plan conflict with those in the Official Plan, the policies of the Orbit Secondary Plan shall prevail. Where the policies of the Secondary Plan conflict with MZO permissions, the MZO permissions shall prevail. Outside of the approved Settlement Area boundary, Official Plan policies and designations shall prevail.

16.1.2 Lands within the Orbit Secondary Plan area are subject to the interpretation and implementation policies of the Official Plan and specific policies contained in this Chapter.

16.1.3 The Town may permit some flexibility in the interpretation of general policies, provided the intent of the Secondary Plan is maintained, and the objectives and targets are achieved.

16.1.4 The Schedules included in the Secondary Plan are general and, where outside of an approved Settlement Area boundary, aspirational. Minor adjustments to the boundaries of designations are permitted without amendment to the Secondary Plan, except where the designations are established by fixed boundaries, such as the railway corridor and rights of way, natural heritage features and parks and open space designations. The appropriateness of such adjustments will be at the discretion of the Town.

16.1.5 Notwithstanding policy 16.1.4, no amendments shall be permitted to Schedule O (Phasing) without an Official Plan Amendment approved by the applicable approval authority.

16.1.6 Minor variations from numerical requirements in this Secondary Plan, with the exception of the maximum heights and maximum densities, may be permitted without amendment to the Secondary Plan where it is demonstrated through a site-specific application to be appropriate, and provided that the general intent and applicable policies of this Secondary Plan are met.

16.1.7 When road classifications and alignments of future roads are determined through detailed block plans, the abutting land use designation, building heights, and minimum density as shown on Schedules J and K may be adjusted to align accordingly, without the need for amendment to this Plan. If a future road is determined to be unnecessary, no adjustment to the alignment of the land use designation, building height and minimum density is required.

16.1.8 The Town may establish a design review panel or committee (consisting of professionals with expertise in planning and urban design, architecture, engineering, landscape architecture and/or environmental design), or other advisory processes, such as an architectural or urban design peer review process to review significant development projects within Orbit. Such a committee or process shall be guided by the policies of this Secondary Plan and applicable Official Plan policies and consider the urban design, architectural, engineering, landscape and environmental design aspects of the proposal.

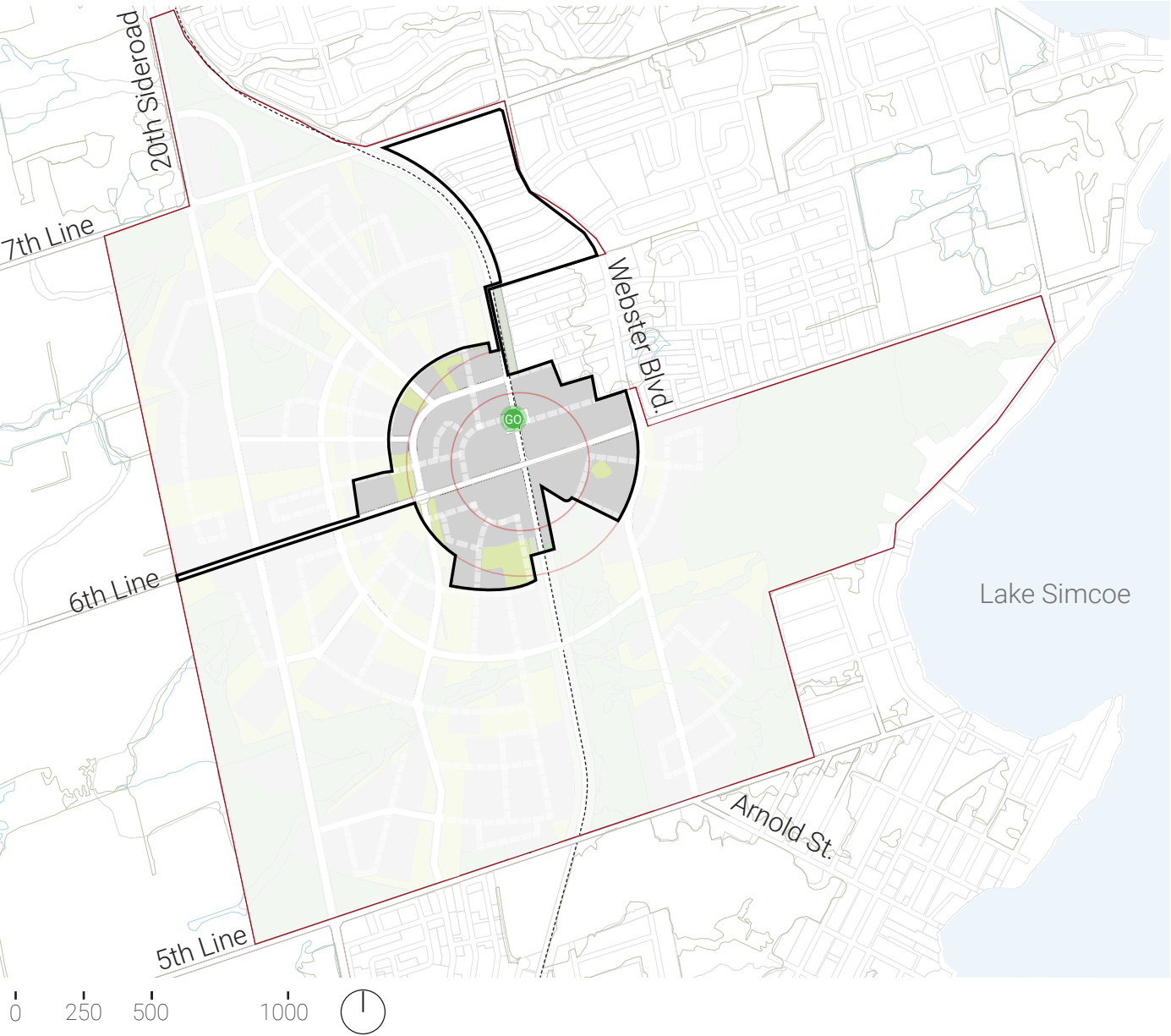
16.1.9 The Town shall apply this Secondary Plan in its review of all development applications (re-zoning, site plan, draft plan of subdivision, community planning permit, or other) in Orbit, assessing applications against the goals, principles and policy intent of the Secondary Plan.

16.2 Phasing

16.2.1 The County of Simcoe Official Plan determines the Settlement Area boundary for the settlement of Alcona. The Town may request adjustment of the Settlement Area boundary to accommodate proposed road layouts and development blocks as required in accordance with opportunities to make such adjustments as outlined in Provincial Policy.

16.2.1- Policy 2.2.8.4 of the Growth Plan states that municipalities may adjust settlement area boundaries outside of a municipal comprehensive review provided there would be no net increase in land within settlement areas, among other conditions.

SCHEDULE 0: PHASING



- Legend :**
- Development to 2051
 - Proposed GO Station

16.2.2 Only areas identified in Schedule A are included within the Settlement Area Boundary identified in the County of Simcoe Official Plan. Notwithstanding policy 16.2.1 of this Plan, land that falls outside of the Settlement Area Boundary shall not be subject to the policies of this Secondary Plan until future Settlement Area Boundary Expansions. Lands subject to the policies of this Plan will be updated on Schedule A following Settlement Area Boundary Expansions incorporated into the County of Simcoe Official Plan.

16.2.3 The policies of this Plan, including land uses, building heights and densities will not take effect until the proposed GO Station is constructed and operational.

16.2.4 The development of Orbit shall be coordinated with the provision of infrastructure, services and amenities, including:

- a. Public transit, including the construction of the proposed Innisfil GO Station;
- b. Pedestrian and cycling facilities;
- c. Road network capacity and connections;
- d. Water and wastewater services;
- e. Stormwater management facilities;
- f. Utilities;
- g. Parks and open spaces; and
- h. Community services and facilities.

16.2.5 When a development is proposed, it must be demonstrated the infrastructure, services and amenities can support the density and scale of the proposed development.

16.2.6 Development shall not exceed the capacity of Orbit as identified in the applicable Servicing Master Plan.

16.2.7 Notwithstanding policy 16.2.6, development may exceed the population and jobs figures identified in

the Servicing Master Plan when it can be demonstrated through the relevant reports and/or studies that the proposed development is supported by sufficient infrastructure, to the satisfaction of the Town.

16.2.8 Initial phases of development shall not preclude the achievement of a compact, pedestrian-oriented and transit-supportive urban form.

16.2.9 To ensure adequate infrastructure, servicing and facilities are provided, growth is allocated based on what can be supported in the short-term (0-5 years), medium-term (5-15 years), and long-term (15-30 years). Table 5 identifies approximate population and jobs growth during these timeframes, which are intended to align with the servicing and capital works plans established through the Master Servicing Plans.

	Short term: 0 – 10 years (2023 – 2033)	Medium-term: 10 – 28 years (2034 – 2051)	Long-term: 28 – 58 years (2051 – 2091)
Population increase	9,400	17,300	72,700*
Cumulative Population Increase	9,400	25,000	90,000*
Employment Increase	1,800	3,200	10,000*
Cumulative Employment Increase	1,800	5,000	20,000*

*Subject to future County of Simcoe MCRs or similar processes undertaken in accordance with Provincial Policy.

Table 5: Population and jobs growth projection

16.2.10 In accordance with policy 16.1.5, the Town may consider amendments to this Secondary Plan to permit development outside the area shown in Schedule O prior to 2051, where compliance with provincial settlement area boundary expansion policies is achieved. When considering applications to amend this Secondary Plan, the Town will have due regard for applications that demonstrate the following:

- a. Avoid, minimize and/or mitigate impacts on the natural heritage systems and key hydrologic areas;
- b. Can be serviced with existing infrastructure and do not adversely impact the Servicing Master Plan;
- c. Make efficient use of existing or planned infrastructure in a manner that is financially and environmentally sustainable;
- d. Are located in proximity to existing arterial and collector roads as shown on Schedule C;
- e. Contribute to the achievement of complete communities by addressing needs of communities adjacent to Orbit, integration with developments within TOC 1 and 2, or proposals large enough to form complete communities on their own;
- f. Demonstrate need for the expansion to support growth or to facilitate community priorities such as public service facilities, social or affordable housing, or other community benefit; and
- g. Demonstrate consistency with or do not preclude elements of the Plan, including the road network, land uses, active transportation network, open space network and/or precinct policies.

Amendments to Settlement Area boundaries will be reflected in updates to Schedule A.

16.2.11 A summary below (Table 6) contains the capital works and community facilities anticipated to be required in the short-term, medium-term and long-term to accommodate the population and employment growth identified in Table 5. Further details, scoping and revisions of these requirements will be completed through the Master Servicing Plans detailed in Section 15.1 and 15.2.

Capital Improvement	Details/Extent	Priority (short-, medium-, long-term)
Transit		
Proposed GO Station	Rail service along the Barrie rail corridor. Ultimately, the Barrie rail corridor will have three tracks and electrification. The proposed Innisfil GO Station will also serve as a transit hub for the Town of Innisfil, providing connections between local and regional transit services, as well as other modes of travel.	Short-term
Conversion of the On-Demand Uber Partnership to a Dedicated Fleet On-Demand Transit System	Scheduled fixed route services on three potential routes as shown on Schedule J to serve the Alcona and Orbit communities.	Medium-term
Active Transportation		
Multi-use Trails	Along 6 th Line between 5 th Sideroad and St. Johns Road	Short-term
	Along the Barrie rail corridor between 7 th Line and Belle Aire Beach Road	Short-term
	Multi-use Trails within the Station Hub Precinct	Short-term
	Multi-use Trails outside the Station Hub Precinct	Medium-term
	Along 7 th Line between Yonge Street and St. Johns Road	Medium-term
	Along Innisfil Beach Road between Highway 400 and 20 th Sideroad	Medium-term
	Along 5 th Line Between Yonge Street and 20 th Sideroad	Medium-term
	Along 20 th Sideroad between 9 th Line and 3 rd Line	Medium-term
	Along St. Johns Road between Innisfil Beach Road and 6th and on Maple Road between 6th Line and Ewart Street	Medium-term
Cycling Paths	Cycling paths within the Station Hub Precinct	Short-term
	Cycling paths outside the Station Hub Precinct	Medium-term
On-street Cycling Lanes	As identified in Section 5.1	Consistent with existing and new roads as identified below

Capital Improvement	Details/Extent	Priority (short-, medium-, long-term)
Road Network - Existing		
6 th Line	<p>Road improvements, including:</p> <ul style="list-style-type: none"> • 6th Line will be widened between County Road 27 and St. Johns Road from two to four lanes by 2031 • Expansion of the bridge over the Barrie rail corridor • Urbanized between Angus Street and St. Johns Road by 2031 • Reconstructed between County Road 27 and 20th Sideroad by 2031 • Reconstruction refers to pavement rehabilitation and widening of pavement width to standards by maintaining a rural cross section with shoulders 	Short-term
20 th Sideroad	<p>Road improvements, including:</p> <ul style="list-style-type: none"> • The 20th Sideroad Bypass and grade-separation across the Barrie Rail Corridor near Innisfil Beach Road are planned to be completed by 2031 • Signalization of the intersection of the 20th Sideroad Bypass and Innisfil Beach Road 	Short-term
7 th Line	<p>Road improvements, including:</p> <ul style="list-style-type: none"> • Widening between 20th Sideroad and Webster Boulevard from two to three lanes by 2031 • Urbanized between 20th Sideroad and St. Johns Road by 2031 • Reconstructed between 5th Sideroad and 20th Sideroad by 2031 • Intersection of 7th Line and St. Johns Sideroad to be converted to roundabout operation • Intersection of 7th Line and 20th Sideroad to be improved with the addition of a separate right turn lane for the northbound right-turn movement, and provision of a protected left for the eastbound and westbound left turns • Intersection of 7th and Webster Boulevard to be improved with the addition of a separate left turn lane for the east and west approaches, and a protected left phase for the eastbound left-turn movement. A separate right turn lane is also recommended for the eastbound right-turn movement 	Short-term

Capital Improvement	Details/Extent	Priority (short-, medium-, long-term)
Innisfil Beach Road	Road improvements, including: <ul style="list-style-type: none"> • Grade separation of Innisfil Beach Road with the Barrie Rail Corridor to be conducted by 2031 in conjunction with construction works on the 20th Sideroad Bypass grade-separation • Reconstruction between 20th Sideroad and 25th Sideroad by 2041 • Widened from 2 to 4 lanes between County Road 27 and 20th Sideroad 	Short-term to Medium-term
Webster Boulevard	Webster Boulevard is planned to be extended as follows: <ul style="list-style-type: none"> • From its north limit (north of Innisfil Beach Road) to 20th Sideroad by 2031 • From Quarry Drive to 6th Line by 2031 (currently, this extension is almost fully completed with the intersection of 6th Line and Webster Boulevard built as a roundabout) • From 6th Line to 5th Line by 2031 	Short-term
Belle Aire Beach Road/5th Line	Road improvements, including: <ul style="list-style-type: none"> • Urbanized from 20th Sideroad to west of the Barrie rail corridor by 2041 • Urbanized between Willow Street and Maple Road by 2041 • Conversion of intersection of 20th Sideroad and 5th Line to roundabout operation 	Medium-term
Road Network - New Roads		
Major Collector - Transit Priority	Construction of Major Collector - Transit Priority from 6th Line north to 7th Line and south to 5th Line	Short-term
Minor Collectors	Construction of Minor Collectors	Medium-term to Long-term
Local Roads	Construction of Local Roads within Station Hub Precinct	Short-term
	Construction of Local Roads outside Station Hub Precinct	Medium-term to Long-term

Capital Improvement	Details/Extent	Priority (short-, medium-, long-term)
Servicing		
Water	Identification of the water servicing infrastructure and works required to ensure adequate water capacity is available to service the TOC 1 and TOC 2 lands to the 2051 planning horizon and the servicing strategy to accommodate the long term development of the TOC 3 lands to 2091 will be determined through the Master Servicing Plan Update being completed by InnServices.	Short-, medium-, and long-term
Wastewater	Identification of the wastewater servicing infrastructure and works required to ensure adequate wastewater capacity is available to service the TOC 1 and TOC 2 lands to the 2051 planning horizon and the servicing strategy to accommodate the long term development of the TOC 3 lands to 2091 will be determined through the Master Servicing Plan Update being completed by InnServices.	Short-, medium-, and long-term
Stormwater	Construction of ponds within and outside the Station Hub Precinct	Short-term
	Construction of stormwater collection system within the Station Hub Precinct	Short-term
	Construction of stormwater collection system within the Station Hub Precinct	Short-term
Public Realm		
Transit Plaza	Transit Plaza to be constructed alongside proposed GO Station	Short-term
Green Corridors	Green corridors and associated parks and open spaces within the Station Hub Precinct	Short-term
Parks and Open Spaces	Green corridors and associated parks and open spaces outside the Station Hub Precinct	Medium-term

Table 6: Capital works and community facilities required

16.3 Zoning

16.3.1 The comprehensive Zoning By-law shall be amended to implement the policies of this Plan and to reflect the permissions of the MZO.

16.3.2 Each parcel of land shall not necessarily be zoned for its ultimate use, but may be zoned in a non-development or future development zone until it is appropriate for the land to develop.

16.3.3 Council may choose to introduce a community planning permit area for lands within Orbit. If included as a community planning permit area, the Town's Zoning By-law shall not apply, nor shall site plan control, if applicable.

16.3.4 When enacting implementing zoning bylaws, the Town may apply a Holding Provision and specify the future uses of lands that, at the present time, are considered premature or inappropriate for development for any one or more of the following reasons:

- a. Construction and/or operation of the proposed GO Station has not commenced;
- b. A Concept Site Plan and/or Streetscaping and Landscape Plan has not been submitted and finalized to the Town's satisfaction;
- c. Infrastructure, services and amenities, such as sanitary sewers, water supply, stormwater management facilities, parks, recreation facilities and schools, are insufficient to serve the proposed development;
- d. The existing street network does not have the capacity or is inadequately designed for the anticipated traffic impacts and/or the access requirements of the proposed development;
- e. Development relies upon other matters occurring first, such as the consolidation of land ownership and/or the finalization of a Landowner Agreement regarding the development and funding of infrastructure, services and amenities; and
- f. Technical studies are required on matters that Council considers necessary.

16.3.5 A Holding Provision shall be implemented on the lands identified for future School sites.

16.4 Requirements for Development

16.4.1 Each development block shall be planned comprehensively. Block Plans shall be required prior to redevelopment of larger parcels. Block master plans shall demonstrate conformity with the policies of this Secondary Plan and will provide details including:

- a. Specific location and boundaries of land uses and designations;
- b. Detailed road pattern including location of new streets, active transportation facilities, transit facilities and streetscape/public realm details;
- c. Size and location of parks and open spaces;
- d. Size and location of community services and facilities, if applicable;
- e. Size, location and general configuration of stormwater management facilities;
- f. Provision of municipal services;
- g. Conformity with the built form and site development policies of the Orbit Secondary Plan;
- h. Conformity with the Orbit Sustainable Development Plan and Checklist;
- i. Coordination with adjacent lands, including road patterns and conceptual re-development;
- j. Density and distribution of built form, building heights, and housing types, including affordable housing; and
- k. Demonstration of how the development will not preclude the achievement of a compact, pedestrian-oriented and transit-supportive urban form.

16.4.2 Development proposed within blocks with multiple landowners shall be coordinated and phased with affected landowners and adjacent blocks.

16.4.3 Non-participating lands should be conceptually addressed through a conceptual demonstration plan.

16.4.4 Development of smaller parcels shall be prohibited where it would compromise the redevelopment of the block in accordance with the goals, principles and policy intent of the Secondary Plan.

16.4.5 Landowners shall be encouraged to amalgamate parcels or enter into agreements with neighbouring landowners to demonstrate that development achieves the intended built form, density and other provisions of this Plan.

16.4.6 A Development Phasing Plan may be required as a condition of development approval for multi-phased developments. The Development Phasing Plan shall establish the timing and delivery of infrastructure including but not limited to sanitary and storm sewer pipes, watermains, roads, and community services and facilities such as schools, community recreation centres, libraries, and parks to be implemented through development approvals. The Development Phasing Plan may be prepared by the applicant, in consultation with the Town of Innisfil and Simcoe County, in a manner consistent with the required supporting studies, and applicable Provincial, Regional, Town and Conservation Authority policies.

16.4.7 An Environmental Impact Study (EIS) shall be required in accordance with a Terms of Reference approved by the Town. The EIS shall meet requirements of the Official Plan to the satisfaction of the Town in consultation with the LSRCA. The EIS shall include details related to the protection and conservation of Lake Simcoe and Key Natural Heritage Features.

16.4.8 A Traffic Impact Study shall be prepared in accordance with a Terms of Reference approved by the Town.

16.4.9 A Functional Servicing Report shall be prepared in accordance with a Terms of Reference approved by the Town. The Functional Servicing Plan shall address the adequacy of the storm, sanitary and water systems, including development impacts to groundwater and surface water resources. The Functional Servicing Report may include supporting Geotechnical, Hydrogeological and Water Balance studies.

16.4.10 A Community Services and Facilities Assessment shall be prepared in accordance with a Terms of Reference approved by the Town. The Community Services and Facilities Assessment shall identify the current capacity and future needs of schools, child care facilities, emergency services, libraries, parks and open spaces, recreation facilities and cultural services.

16.4.11 A Sustainability Checklist shall be completed, demonstrating compliance with the Orbit Sustainable Development Plan and Checklist.

16.4.12: Where a property is determined to have potential for archaeological resources, development applications shall be subject to the policies 4.2.17 to 4.2.21 of the Official Plan.

16.5 Meaningful Consultation

16.5.1 The Town shall foster a partnership with First Nations that facilitates ongoing review of development applications and the policies of this Plan.

16.5.2 The Town should consider developing a strategy for Indigenous consultation and engagement in the review of development applications and review of policy documents, including the Orbit Secondary Plan. A strategy should include the following, at a minimum:

- a. Preferred approach of consultation for different types of applications and reviews;
- b. Methods of communication;
- c. Format of consultation events; and
- d. Areas where efforts are to be prioritized.

16.5.3 The OPIP will be reviewed at regular intervals in accordance with provincial policies. At the time of Secondary Plan reviews, First Nations shall be engaged at the outset and throughout the process.

16.6 Non-Conforming Uses

16.6.1 The uses and buildings that legally existed prior to the adoption of this Secondary Plan may be permitted to continue, however, they are intended to be redeveloped in conformity with this Secondary Plan.

16.7 Conveyance of Land

16.7.1 As a condition of development approval, where lands have been identified as being required for public benefit or are necessary for the securement of infrastructure, services and amenities, such lands be dedicated through conveyance to the Town of Innisfil.

16.8 Landowner Agreements

16.8.1 As a condition of development approval, the Town may require that landowners enter into one or more Landowner Agreements to address cost sharing issues associated with the provision of new infrastructure, services and amenities. Landowner Agreements will coordinate development and equitably distribute the costs of shared infrastructure, including but not limited to streets and street improvements, water and wastewater services, parkland, and stormwater management facilities. Alternatively, the Town may implement other reasonable and appropriate arrangements to address cost sharing.

16.9 Future Studies

16.9.1 Studies shall be developed for the following types of development and areas of Orbit:

- a. POPS Study;
- b. Urban Design Guidelines for each precinct;
- c. Streetscape Design Plan;
- d. Retail Mix Study; and
- e. Updated Servicing Master Plan.

16.10 Monitoring

16.10.1 The Town should monitor development within Orbit. Key areas to monitor may include:

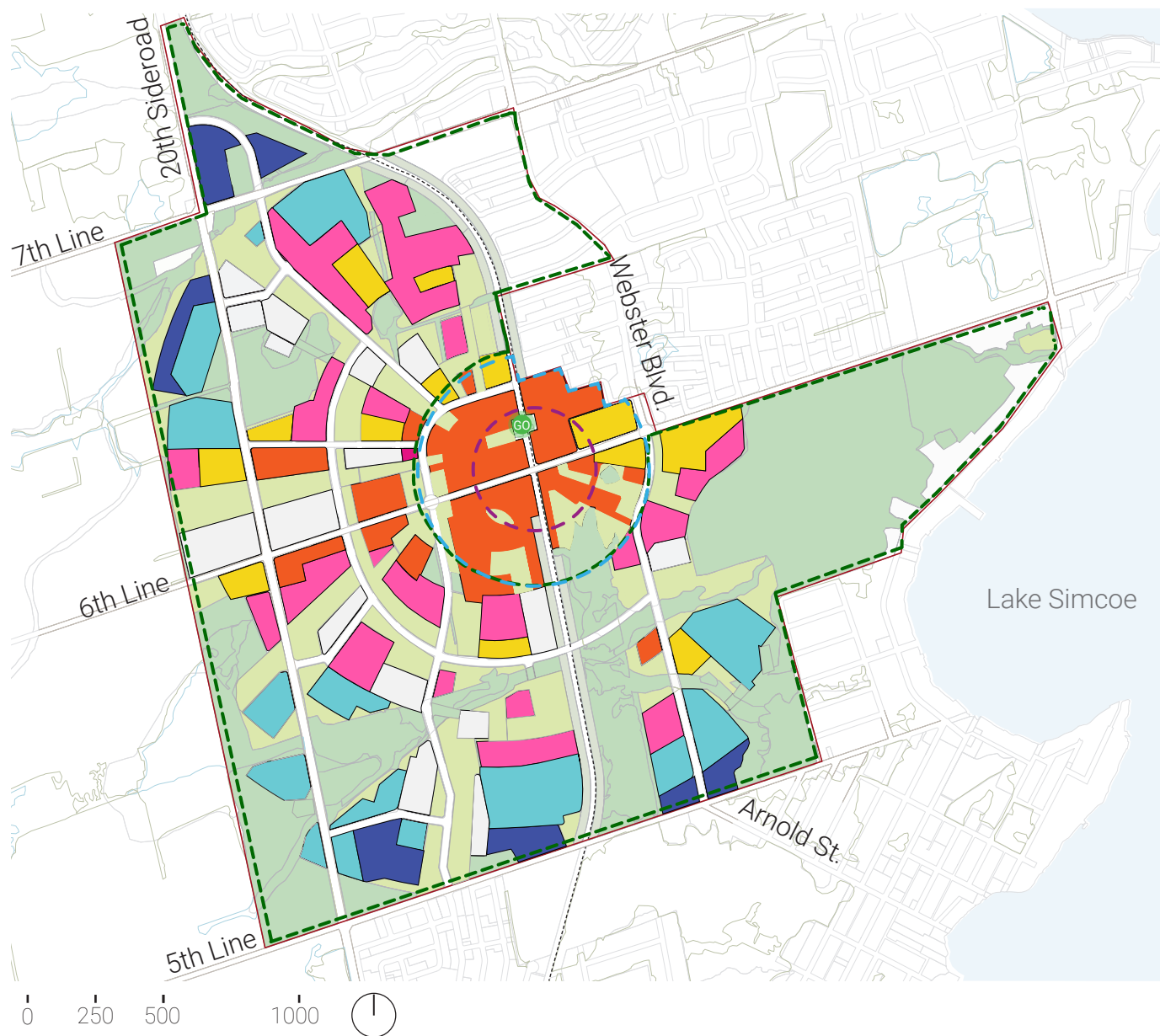
- Population and employment growth
- Density distribution
- Mix of uses
- Ratio of jobs to residents
- Need for public service facilities
- Traffic conditions and modal split
- Provision of affordable housing
- Mix of housing unit sizes
- GHG emissions and energy consumption
- Water consumption
- Data sharing across digital devices to ensure privacy of residents, visitors and employees within Orbit.

16.10.2 The Town shall establish mechanisms to monitor the Orbit Sustainability KPIs, included as Appendix 4 of this Secondary Plan, and report to Council regularly on the extent to which the Orbit KPIs are being met.

APPENDICES



APPENDIX 1: RESIDENTIAL DENSITIES



Building Densities - min:

TOC 1 – 225m radius:

Minimum density of 200 dwelling units per hectare.

TOC 2 – between 225m and 425m radius:

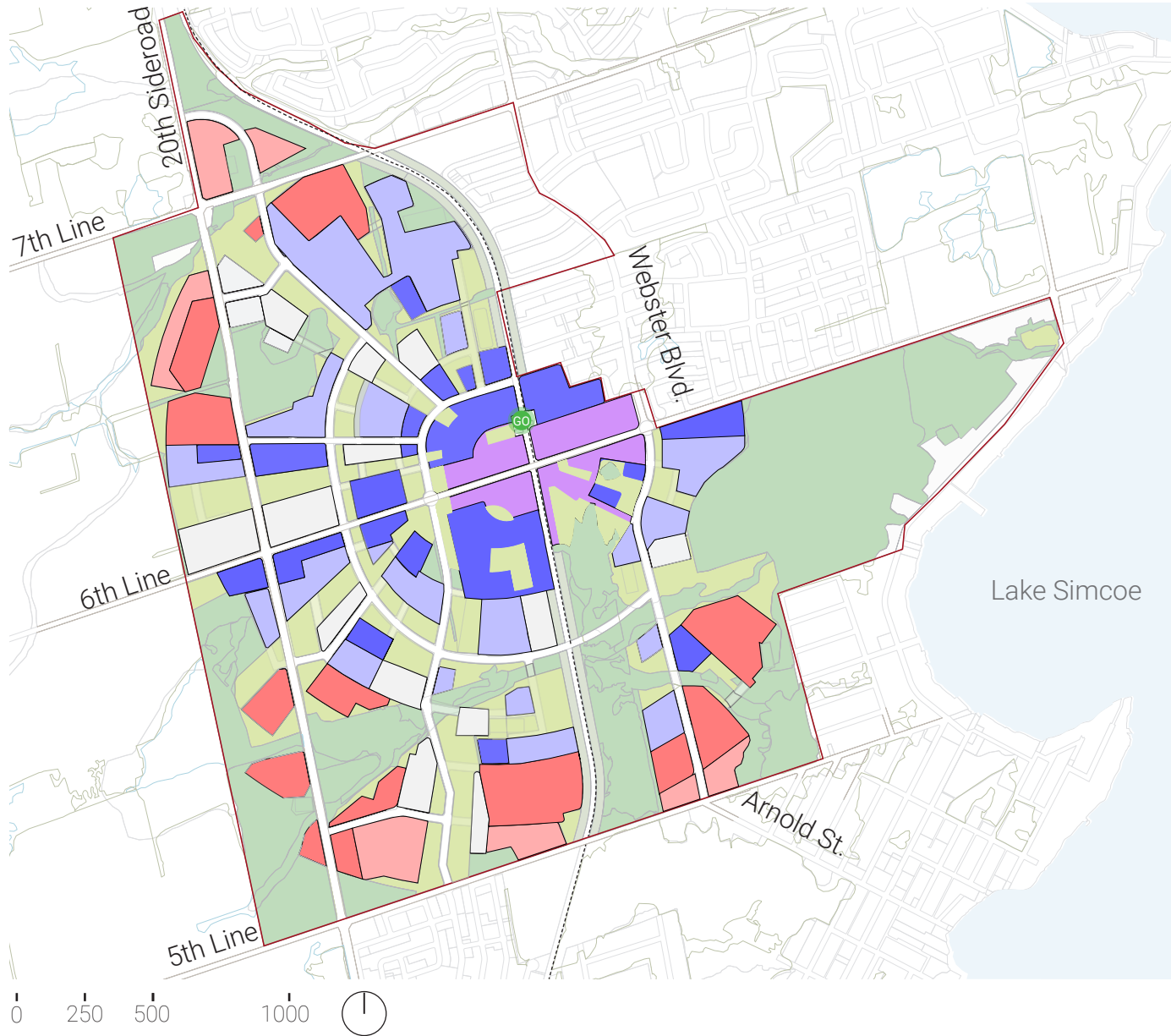
Minimum density of 150 dwelling units per hectare.

Legend :

- Transit Oriented Community 1 (225m Radius)*
- Transit Oriented Community 2 (425m Radius)*
- Transit Oriented Community 3
- 50 to 100 dwellings/hectare
- 100 to 150 dwellings/hectare
- 150 to 300 dwellings/hectare
- 300 to 500 dwellings/hectare
- 500 to 900 dwellings/hectare
- Proposed GO Station

* Lands subject to Minister's Zoning Order.

APPENDIX 2: BUILDING TYPOLOGIES



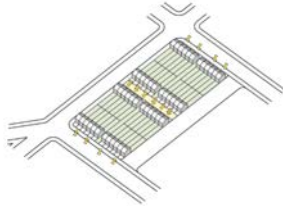
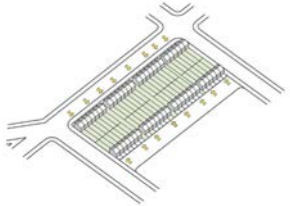
Legend :

- Low Density - Townhouses
- Medium Density - Stacked Townhouses
- Medium Density - Mixed Block (Multi-storey + Townhouses)
- High Density - Perimeter Block
- High Density - Tower on Podium
- Proposed Go Station

BUILDING TYPOLOGY EXAMPLES

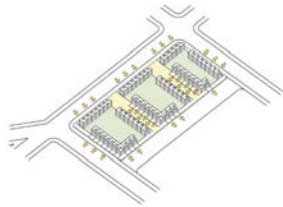
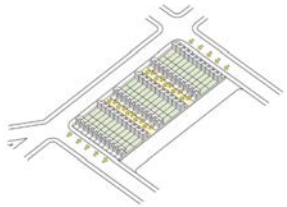
Low Density:

Townhouses

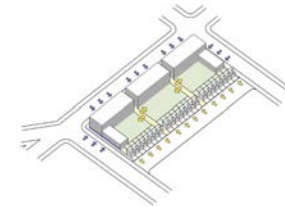
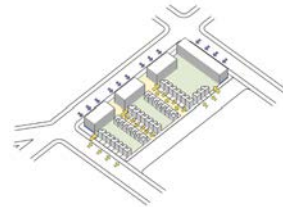


Medium Density:

Stacked Townhouses

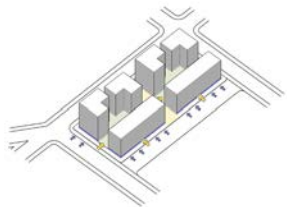


Mixed Block (Multi-storey + Townhouses)

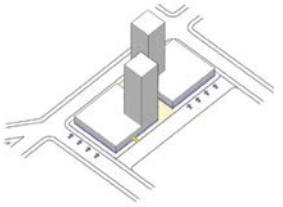


High Density:

Perimeter Block



Tower on Podium



APPENDIX 3: SUSTAINABILITY KPIS

+ Amended Sustainability KPIS for the Town of Innisfil



December 2022

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Explanation of Sustainability KPI Document

Each KPI theme is broken into the following:

- Suggested Metrics – sustainability indicators to be measured
- Origin and Context – where these indicators have been used in similar projects
- Reference Benchmark – further explanation to justify the indicator

Colour coding:

- Blue – KPIs that are an extension to current planning policy
- **Orange** – KPIs that meet basic planning policy

The Quality of Lake Simcoe and Stormwater Management



- Promote urban growth while preserving water quality and riparian (wetland) Habitats at Lake Simcoe
- Increase the amount of effluent diverted from wastewater plant to other uses
- Protect water quality during construction and demolition phases; capture and manage rainfall to reduce, and better filter, stormwater runoff; meet LSRCA guidelines that protect Lake Simcoe

Suggested Metrics	Origin/Context	Reference Benchmark
Increase the percent of treated water diverted from the wastewater plant to other uses (i.e., flushing toilets in the new condo buildings). This will reduce the level of potable water that is being used.	Canadian Guidelines for Domestic Reclaimed Water for use in Toilet and Urinal Flushing ¹	<ul style="list-style-type: none"> - Canadian authorities encourage the use of greywater to flush toilets so long as it is properly treated to ensure pathogenic microorganisms (bacteria, protozoa and viruses) are at low enough levels to not pose risks to health. - Achieve 20% better-than-code water efficiency.
Percentage of riparian areas under management / protection plans to provide buffer zones for soil erosion and flood mitigation.	Canadian Government maintaining biodiversity in riparian areas ²	<ul style="list-style-type: none"> - Use native species and correct harvesting patterns to mimic natural disturbance patterns to maximize biodiversity while protecting the shoreline buffers or reserves around most water bodies.
Ensure the new development has no adverse affect on the local fish population in Lake Simcoe or the habitats directly surrounding the lakes perimeter.	Lake Simcoe Protection Plan ³	<ul style="list-style-type: none"> - Improve the Lake Simcoe watershed's capacity to adapt to climate change and where relevant act to mitigate the impacts of invasive species from entering the Lake.
Stormwater management: <ul style="list-style-type: none"> - Preparation of a stormwater management monitoring procedure - Creation of new "greened acres" and incorporation of Low Impact Development practices such as rainwater harvesting - Real-time surface water flow monitoring: % pollutant loading 	Credit Valley Conservation (Ontario) Stormwater Management Monitoring Strategy Report (2012) ⁴ Green City, Clean Waters Plan, Philadelphia (2011) ⁵ Stormwater Management Guidelines, Alberta (1999) ⁶ Lake Simcoe Protection Plan	<ul style="list-style-type: none"> - Existence of a stormwater management monitoring procedure - One-third of all impervious surfaces served by a combined sewer converted to green spaces e.g., City of Edmonston has 700,000 coliforms per 100ml of stormwater compared to 26,000 per 100ml in Seattle - Removal of 80% of TSS and Phosphorus levels from stormwater - Build on the protections for the Lake Simcoe watershed that are provided by provincial plans that apply in all or part of the Lake Simcoe watershed, including the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan, and provincial legislation, including the Clean Water Act, 2006, the Conservation Authorities Act, the Ontario Water Resources Act, and the Planning Act

Protection of the Environment and Green Space



- Growth while preserving natural and agricultural land
- Create resilient landscapes that support tree growth and enhance the urban forest, restore and enhance natural features and ecosystems
- Design integrated and quality parks, open spaces and green spaces that are biodiverse, socially inclusive and support mental and physical health

Suggested Metrics	Origin/Context	Reference Benchmark
Trees as proxy for green space: <ul style="list-style-type: none"> - No. trees planted annually - % Canopy cover - Management of Environmentally Significant Areas (ESAs) 	Toronto Strategic Forest Management Plan (2012-2022) ¹	<ul style="list-style-type: none"> - No. trees planted with >75% survival rate within 5 years of planting - 40% target canopy cover - 10% of ESA areas actively managed (Toronto: 13.4% of ESAs managed)
Protection of the Urban Forest, i.e., tree filled areas found in large settlements or along the Lake Simcoe Shoreline	Innisfil Our Place Plan (policy 15.1) ²	<ul style="list-style-type: none"> - Protect the stock of existing trees along Lake Simcoe shoreline and expand the tree canopy
Access to green space <ul style="list-style-type: none"> - (Distance/time) of varying sizes - Parkland dedication rate subject to maximum allowed by legislation (under planning act) - Provision of inclusivity features in parks 	Toronto Parkland Strategy (2019) ³	<ul style="list-style-type: none"> - Toronto, Canada: "Parkette" of less than 0.5ha must be accessible to all residents within 0.5km or a 5–10-minute walk - Toronto, Canada: 5% of new residential/2% of non-residential development dedicated to parkland - No. of inclusivity features per park (e.g., boardwalks, ramps, toilets)
Parks are key community spaces that enhance place making within the town.	Innisfil Our Place Plan 2018	<ul style="list-style-type: none"> - To provide a broad range of parkland, recreation and leisure opportunities. - To encourage park design to reflect the recreation needs of different cultures.

Transportation and Mobility



- Prioritize walking, cycling, public transit, electric and zero-emission automobiles (EV, ZEV), and car-sharing
- Align transportation planning and land-use planning to support each other

Suggested Metric	Origin/Context	Reference Benchmark
Active transportation: <ul style="list-style-type: none"> - Improve cycling sustainability - Implement new cycling routes to increase usage 	<ul style="list-style-type: none"> - Cycling behaviour in 17 countries across 6 continents: levels of cycling, who cycles, for what purpose, and how far? (2021) ¹ 	<ul style="list-style-type: none"> - Achieve at least 15% active transportation mode share <ul style="list-style-type: none"> - Will lead to half of cyclists being women and better representation of the wider population - If fewer than 7% cycle, it is likely predominantly younger men commuting, and indicates lower levels of comfortability to choose cycling - Increase km cycle routes with footfall counters to measure use
Active mobility: increase the number of cyclepaths	<ul style="list-style-type: none"> - Innisfil Our Plan (policy 5.2) ² 	<ul style="list-style-type: none"> - Establish new active transport routes and monitor implementation on an annual basis using automated footfall counts and cycle path user counts
Reduce car focus: <ul style="list-style-type: none"> - Number of vehicles available to use on a car share scheme examples being Hiyacar, Turo or Getaround - Car free pedestrian-oriented streets - Non-car based transport share schemes including bikes and e-scooters. Measured by number of bikes/e-scooters and also availability of “dock” across the area. - Reduce car focus, reduction in car use will have a large positive impact. 	<ul style="list-style-type: none"> - Data-led metric (no. car share users) - Orbit Sustainability checklist 	<ul style="list-style-type: none"> - Examples of removing cars from urban areas include: Culdesac, Tempe (Arizona), which completely excludes cars; The Point, Draper (Utah), which reduce cars to one per family

Transportation and Mobility



- Prioritize walking, cycling, public transit, electric and zero-emission automobiles (EV, ZEV), and car-sharing
- Align transportation planning and land-use planning to support each other

Suggested Metric	Origin/Context	Reference Benchmark
Provision of EV-ready parking within all multi-residential units	- Innisfil Our Place Plan 15.2.5	<ul style="list-style-type: none"> - EV supply equipment provided for all multi-unit residential and commercial developments. - EV Charge points: based on national estimates there is currently 0.03 EV charging points per EV vehicles in Canada. A minimum of 0.03 charging bays per EV would be needed.
Urban layout focuses on the creation of a 15 minute city	- United Nations Climate Change a 15 minute city ³	<ul style="list-style-type: none"> - The majority of everyday activities are within 15 minutes of each other i.e. workplaces, shops, parks, schools – should be within a fifteen-minute walk or cycle. If there are key assets where this would not be possible additional public transport needs to be provided.

Buildings



Buildings

- Building orientation for improved sustainability, waste reduction, night glare reduction, reduce energy loads
- Integrated and visible green infrastructure in buildings (green walls, planters, roof gardens) and amenity spaces
- Encourage the use of products and materials that minimize the lifecycle impact to the environment

Suggested Metric	Origin/Context	Reference Benchmark
Building sustainability: <ul style="list-style-type: none"> - Energy efficient design using Passive House design principles - Implement water-efficient fixtures - % rainwater retained from roofs of each building - % coverage of green infrastructure on buildings - % Sustainable materials sourced for construction (mass timber, recycled components etc.) - Third party certifications like LEED building and Toronto Green Standards to measure level of building sustainability - sustainability standards were identified by Council as a priority 	LEED Construction and Demolition Waste Management Credit ¹ Passive House Standard for Energy Efficiency ²	<ul style="list-style-type: none"> - All buildings 25% better than OBC SB-10 Division 3 - Minimum 75% rainwater retained from roofs of each building - E.g. Paris, France: roofs of less than 5% slope and area of 100m² or above must be entirely covered in vegetation or installed with energy efficiency/generation devices
Landscape sustainability: <ul style="list-style-type: none"> • Drought tolerant, native and pollinator-friendly species in planting and landscaping • Balance of paved surfaces vs green areas to reduce potential of heat islands. 	Paris Biodiversity Plan ³ Orbit Sustainability Plan and Checklist Heat Island Compendium US Environmental Protection Agency ⁴	<ul style="list-style-type: none"> - 100% of planting/landscaping contains drought tolerant species - Designing buildings and landscapes to minimize Urban Heat islands
Waste management: <ul style="list-style-type: none"> • % recycling rate of construction waste • Quantity / % waste diverted on site 	Orbit Sustainability Plan and Checklist	<ul style="list-style-type: none"> - Identify carbon footprint for all major construction materials being used on the project, and identify alternative materials to reduce embodied carbon by 20% - Minimum 75% or no more than 12.2kg / sqm waste generation

HATCH

Social and Cultural Viability



Social and Cultural Viability

- Provide a range of affordable and attainable housing options as well as support aging in place, accommodate growing families
- Inclusivity of spaces for all social and cultural backgrounds

Suggested Metric	Origin/Context	Reference Benchmark
Access to healthy food - Engagement in community-led food projects e.g. greenhouses and / or community freezers	- Canadian Local Food Infrastructure Fund Reporting Requirements ¹	- Support the development of community initiatives that will prevent food poverty in the new development
Affordability: - House price affordability - Provide affordable homes - Provide programme for homeless prevention	- Data led metric - Orbit Sustainability checklist - Rough Sleep Action Plan London City Hall ²	- Consider the ratio between average annual earnings and average house price, at the local level versus the national level - 10-25% housing units in the orbit to be deemed affordable, these will be in all neighbourhoods - GLA Rough Sleep Action Plan outlines how government bodies will work together to end homelessness in London. Taking a holistic approach of the individuals needs.
Inclusive and flexible growth: - Diversity in housing stock	- Data metric	- Consider the demographic need in the town, and consider how new housing development would satisfy the needs as they stand but also future changes in demography
Number of multi-function spaces	- Orbit sustainability checklist	- A high proportion of spaces should double as community assets –tornado shelters, emergency shelters and medical tents.

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Thank you.

For more information,
please visit www.hatch.com

